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**URBAN TRAILS COMMITTEE WORKSHOP
VIRTUAL MEETING**

WEDNESDAY, JANUARY 13, 2021 @ 5:30 PM

Urban Trails Committee - 2021 - January 13
Wed, Jan 13, 2021 5:30 PM - 7:00 PM (MST)

Please join my meeting from your computer, tablet or smartphone.
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Call to Order/Announcements

Approval of Minutes

Approve of Minutes of December 9, 2020 Meeting

Action Items

Discussion Items

Idaho Stop

Discuss Policy Recommendations with City Manager

Redlands 360

Updates

Other Business/Public Comment

Adjournment

Urban Trails Committee Minutes

December 9, 2020 (virtual meeting)

Present: Shana Wade (Vice Chair), Andrew Gingerich (late arrival), David Lehmann, Bob Doyle, Ross Mittelman, Diana Rooney (Vice Chair), Orin Zyvan, Lance Gloss (Senior Planner), Trent Prall (Public Works Director)

Absent Committee Members: Alisha Wenger

CALL TO ORDER

Shana called the meeting to order at 5:33pm.

ANNOUNCEMENTS

No announcements were made.

APPROVAL OF MINUTES

Approve of Minutes of November 17, 2020 Special Meeting

Orin moved to approve the minutes of the previous meeting. Ross seconded the motion. The motion passed 6-0.

Approve of Minutes of October 14, 2020 Meeting

Diana moved to approve the minutes of the previous meeting. David seconded the motion. The motion passed 6-0.

ACTION ITEMS

No action items on agenda.

DISCUSSION ITEMS

Discuss Tiara Rado Open Space Design Concept

The discussion of the Tiara Open Space was tabled, as would-be presenter, City Forester Rob Davis, had contracted COVID-19.

Introduced Item: Discuss Implementation Matrix and Policy Recommendations to City Council

Lance explained that the policy recommendations had received mixed reviews from Staff and had not yet reached City Council. He introduced the Comp Plan Implementation Matrix and asked whether UTC considered the two to be in alignment and what changes might be suggested for the Matrix to improve alignment.

Members asked several questions about the nature and content of the Implementation Matrix.

It was determined that there had been too little advance notice about the Matrix and that comments were best made via internet. It was resolved that members should forward their comments to Shana and Lance for review. The City Manager will join on this topic for the January, 2020 meeting.

Discuss Mesa County Design Standards Update

Diana Rooney delivered a presentation on the New Road and Bridge Design Standards for Mesa County, a document that Diana had been instrumental in developing. Emphasis was given to the changes that were regarded as improvements for bicycles, such as the expansion of paved shoulders on new rural road sections.

Discussion took place on whether this opened new opportunities for collaborating with the County, whether any lessons were learned in the process that could be used in the refinement of the City's TEDS, what kind of revegetation support was offered by the County in relation to roadway projects, and the imminent closure of the comment period on this new document.

Identify Highlights for UTC Annual Report

Lance solicited input as to which items should be reflected in the UTC's 2020 Annual Report to City Council, to be completed in January. The following items were identified:

- Community Streets Survey
- Wayfinding Implementation
- Infrastructure Priorities List
- Policy and Programs Priorities List
- Letters of Support for Various Programs and Projects
- Development Review, including The Eddy
- Bike-Ped Counts and Explorations of New Counting Methods
- Adoption of UTC Annual Roadmap
- Infrastructure Improvements including Monument Connector Trail, 1st Street Buffered Bike Lanes, and Grand Ave Bulbouts
- Comments on I-70B Phase 5 Plans (CDOT)
- Absorbed 50% Turnover in UTC Membership
- Bike Month and Bike to Work Activities, Adapted for COVID Response
- 2045 RTP Plan – Comments and Participation

Discuss Infrastructure Recommendations from Survey

Several items were highlighted from the survey's open question on needed improvements or repairs. Orin highlighted the importance of North and Patterson, and asked that a future meeting time be used to discuss these rights-of-way. Others discussed North and Broadway, both of which are prevalent in the survey results.

Given the redundancy and length of the list of recommendations received on the 2020 Community Streets Survey, Shana committed to consolidating the list for further review. The item was thereafter tabled.

UPDATES

Wayfinding

Lance explained that the CDOT Revitalizing Main Streets Grant was nearing the required completion date, and that most work on this phase of the wayfinding signage program was now complete.

Redlands 360

Lance gauged interest in touring the proposed Redlands 360 development in January. General assent was given, and it was resolved that a date and time should be fixed by email correspondence.

Canal Trails

David asked that a copy of the 1999 Canal Study be added to the Google Drive. Lance committed to doing so.

Further Discussion

Further comments were made about the prospect of a functional classification map for bicycle and pedestrian routes in the Valley, similar to such maps as are maintained for motor vehicle classifications. Questions were raised about the distinction between trails as amenities versus services.

PUBLIC COMMENT

No public comment voiced.

ADJOURNMENT

Bob made a motion to adjourn. David seconded the motion. Shana adjourned the meeting at 7:04pm.

COLORADO LAW ALLOWING BICYCLES TO ROLL THROUGH STOP SIGNS AND YIELD AT RED LIGHTS WHEN THERE IS NO OTHER TRAFFIC

In the Colorado Revised Statutes, § 42-4-1412.5 will be added as follows: **Local adoption of alternative regulation of bicycles approaching intersections – alternative regulation described – validity of existing local resolution – definitions.** (1) A COUNTY OR MUNICIPALITY MAY ADOPT AN ORDINANCE OR RESOLUTION IMPLEMENTING THIS SECTION. IF A COUNTY OR MUNICIPALITY ADOPTS AN ORDINANCE OR RESOLUTION PURSUANT TO THIS SECTION, THE ORDINANCE OR RESOLUTION MUST SPECIFY THE FOLLOWING:

- A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED BICYCLE AND APPROACHING AN INTERSECTION OF A ROADWAY WITH A STOP SIGN SHALL SLOW DOWN AND, IF REQUIRED FOR SAFETY, STOP BEFORE ENTERING THE INTERSECTION. IF A STOP IS NOT REQUIRED FOR SAFETY, THE PERSON SHALL SLOW TO A REASONABLE SPEED AND YIELD THE RIGHT-OF-WAY TO ANY TRAFFIC OR PEDESTRIAN IN OR APPROACHING THE INTERSECTION. AFTER THE PERSON HAS SLOWED TO A REASONABLE SPEED AND YIELDED THE RIGHT-OF-WAY IF REQUIRED, THE PERSON MAY CAUTIOUSLY MAKE A TURN OR PROCEED THROUGH THE INTERSECTION WITHOUT STOPPING.
- FOR PURPOSES OF THIS SUBSECTION (1), A REASONABLE SPEED IS FIFTEEN MILES PER HOUR OR LESS. A MUNICIPALITY, BY ORDINANCE, OR A COUNTY, BY RESOLUTION, MAY REDUCE THE MAXIMUM REASONABLE SPEED AT ANY INDIVIDUAL INTERSECTION TO TEN MILES PER HOUR OR RAISE THE MAXIMUM REASONABLE SPEED TO TWENTY MILES PER HOUR IF THE MUNICIPALITY OR COUNTY ALSO POSTS SIGNS AT THE INTERSECTION STATING THAT LOWER OR HIGHER SPEED LIMITATION.
- A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED BICYCLE AND APPROACHING AN INTERSECTION OF A ROADWAY WITH AN ILLUMINATED RED TRAFFIC CONTROL SIGNAL SHALL STOP BEFORE ENTERING THE INTERSECTION AND SHALL YIELD TO ALL OTHER TRAFFIC AND PEDESTRIANS. ONCE THE PERSON HAS YIELDED, THE PERSON MAY CAUTIOUSLY PROCEED IN THE SAME DIRECTION THROUGH THE INTERSECTION OR MAKE A RIGHT-HAND TURN. WHEN A RED TRAFFIC CONTROL SIGNAL IS ILLUMINATED, A PERSON SHALL NOT PROCEED THROUGH THE INTERSECTION OR TURN RIGHT IF AN ONCOMING VEHICLE IS TURNING OR PREPARING TO TURN LEFT IN FRONT OF THE PERSON.
- A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED BICYCLE APPROACHING AN INTERSECTION OF A ROADWAY WITH AN ILLUMINATED RED TRAFFIC CONTROL SIGNAL MAY MAKE A LEFT-HAND TURN ONLY IF TURNING ONTO A ONE-WAY STREET AND ONLY AFTER STOPPING AND YIELDING TO OTHER TRAFFIC AND PEDESTRIANS. HOWEVER, A PERSON SHALL NOT TURN LEFT IF A VEHICLE IS TRAVELING IN THE SAME DIRECTION AS THE PERSON AND THE VEHICLE IS TURNING OR PREPARING TO TURN LEFT. IF THE PERSON IS NOT TURNING LEFT ONTO A ONE-WAY STREET, THE PERSON SHALL NOT MAKE A LEFT-HAND TURN AT AN INTERSECTION WHILE A RED TRAFFIC CONTROL SIGNAL IS ILLUMINATED.

(2) IF A COUNTY OR MUNICIPALITY ADOPTED A VALID ORDINANCE OR RESOLUTION THAT REGULATES BICYCLES OR ELECTRICAL ASSISTED BICYCLES SUBSTANTIALLY AS DESCRIBED IN SUBSECTION (1) OF THIS SECTION PRIOR TO THE EFFECTIVE DATE OF THIS SECTION, THAT ORDINANCE OR RESOLUTION REMAINS VALID.

(3) THE ADOPTION OF AN ORDINANCE OR RESOLUTION IN ACCORDANCE WITH THIS SECTION DOES NOT DIMINISH OR ALTER THE AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION OR THE STATE TRANSPORTATION COMMISSION AS THOSE ENTITIES ARE DEFINED IN SECTION 43-1-102 REGARDING THE DEPARTMENT'S OR COMMISSION'S AUTHORITY TO REGULATE MOTOR VEHICLE TRAFFIC ON ANY PORTION OF THE STATE HIGHWAY SYSTEM AS DEFINED IN SECTION 43-2-101 (1).



Planning, Development & Transportation

FC Moves

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970.224-6057 - fax

DATE: September 27, 2013

RE: Stop as Yield Law: Considerations for Fort Collins

Purpose of this memo:

This memo provides an overview of the Stop as Yield law currently being considered by the City of Fort Collins' Bicycle Advisory Committee (BAC) and researched by City staff. Adopting a Stop as Yield law in Fort Collins would require an amendment to the City's traffic code and would need to go through the City's Transportation Board and ultimately the City Council. At this time, the BAC is evaluating the issue in order to develop a recommendation to the Transportation Board.

Attached to this memo is a chart outlining the potential strengths, limitations, opportunities, and weaknesses associated with implementing a Stop as Yield law in Fort Collins. This chart is intended to be an objective summary of the information and feedback collected to date around the concept. The chart is not intended, in itself, to draw any conclusions about the issue.

In recent months, the topic of adopting a Stop as Yield law in Fort Collins has garnered considerable publicity within the media and the community at large. Significant feedback has been received both supporting and opposing the concept of adopting a Stop as Yield law in Fort Collins.

What is it?

The Stop as Yield law, also referenced as the Idaho Stop Law, allows people on bicycles the legal right to yield at stop signs after following the applicable right of way rules at an intersection. Some jurisdictions have further modified their traffic code to allow people on bicycles the legal right to treat signalized intersections as stop signs, or in some cases, yield signs. At this time, the City's Bicycle Advisory Committee is considering Stop as Yield provisions only as it applies to stop signs.

Where does it exist today?

The following jurisdictions have modified their traffic code to afford bicyclists unique provisions at stop signs and in some cases, signalized intersections: The State of Idaho, Summit County, and the Cities of Dillon, Breckenridge and Aspen. Stop as Yield laws are relatively uncommon in the United States. While the Idaho Stop Law has been in effect since 1982, these laws have only recently been adopted in Colorado.

Potential impact:

Limited data and research exists demonstrating the direct impacts associated with implementing a Stop as Yield law for bicyclists. However, through this process, we've heard multiple perspectives regarding the potential implications associated with adopting a Stop as Yield law in Fort Collins. The attached chart serves as an objective summary of feedback and information collected to date regarding potential strengths, limitations, opportunities and threats associated with implementing a Stop as Yield law in Fort Collins.

Other considerations:

One of the challenges identified with implementing a Stop as Yield law in Fort Collins is the legal inconsistencies it would create between jurisdictions. In addition, inconsistencies would be created along state highways or county roadways within the City of Fort Collins.

Some BAC members expressed interest in evaluating the potential for a statewide Stop as Yield initiative to address jurisdictional inconsistencies. Based on feedback received from the statewide bicycle advocacy organization, Bicycle Colorado, there does not appear to be significant interest in lobbying for a statewide ordinance at this time. Moreover, the Colorado State Patrol has expressed significant concerns over a traffic code change of this nature.

Attached: Overview of strengths, limitations, opportunities and threats associated with Stop as Yield (reflects public feedback, research and BAC input):

Overview of strengths, limitations, opportunities and threats associated with Stop as Yield (reflects public feedback, research and BAC input):

Potential Strengths	Potential Limitations	Potential Opportunities	Potential Threats
Establishes bicycle-friendly policy and law – one key element of a Bicycle Friendly Community – with the intent of making bicycling safe, comfortable, efficient and convenient.	Currently, very few jurisdictions in the United States have adopted a Stop as Yield code change and therefore little data exists demonstrating the impact.	Promotes bicycling. Generally, to increase bicycling, it should be safe, convenient, comfortable and efficient. Some research has shown excessive stopping impedes the desire of bicycling and path chosen by a bicyclist.	May create further divide between motorists and bicyclists based on perception of preferential treatment for bicyclists. May be perceived as destructive vs. constructive policy.
Codifies existing, natural behavior for people bicycling.	Difficult to implement, communicate and message the code change to roadway users, including youth, students, commuters and visitors/tourists.	Potential to improve public health by reducing cyclist exposure to auto-based air pollution, and by providing regulations that are less inhibiting to cyclists, the percentage of the population who choose to travel by bike may increase.	Difficult to implement, communicate and message the code change to roadway users, including youth, students, commuters and visitors/tourists.
Traffic control systems largely designed around motor vehicles. Stop as Yield policy changes acknowledge bicycles for their inherent differences to motor vehicles.	The majority of bicyclists in Fort Collins already practice Stop as Yield; therefore, codifying Stop as Yield may fail to create sweeping change.	Potential to reduce congestion by establishing more efficient traffic flow.	May be a slippery slope – by allowing cyclists to treat stop signs as yield signs, they may feel more entitled leading to reduced compliance of the law.
Supports efficient travel for people on bikes (goal of innovative infrastructure design).	Without CDOT approval, Stop as Yield code changes would only apply where the City has roadway ownership. This would create implementation challenges and inconsistencies within the City and beyond jurisdictional boundaries (patchwork of different laws).	May improve safety for bicyclists by allowing bicyclists to stay in motion, which provides more opportunity to make avoidance maneuvers, and by allowing bicyclists to clear intersections faster (reducing exposure time). In addition, as the number of bicyclists increase, we may experience increased safety performance of roadways through	Cost involved in effective implementation, including communication, outreach and data collection.

		the safety in numbers finding.	
Potential safety and health benefits: cyclist maintains greater balance and momentum at intersections; potential reductions in exposure time at intersections (to pollutants and vehicles).	To effectively implement, it may require significant outreach, education, messaging and data collection. As the code change may not lead to sweeping change, overall, Stop as Yield may present a low return on investment.	May create and communicate clearer enforcement priorities.	League of American Bicyclists educates around the principles of predictability and that cyclists fare best when behaving like vehicles. Concerns that Stop as Yield codifies unpredictability and is counter to advocacy and education around these principles.
Demonstrates a commitment to prioritizing bicycling as a mode of transport in Fort Collins.	High cost involved in effective implementation, including communication, outreach and data collection.	Presents the opportunity for a comprehensive outreach and education campaign.	Very little enforcement today; efforts to increase enforcement of "failure to yield" in combination with SAY may be unsuccessful.
One of the biggest complaints amongst drivers about cyclists is poor compliance with traffic control devices. Potential to reduce the perception of a "lack of enforcement" regarding bicyclists obeying the laws and allows for prioritized (stricter) enforcement of failure to yield.	May expend political capital and community goodwill for little return.		Fort Collins has a high level of community goodwill. This may undermine community goodwill and negatively impact future efforts to improve bicycling in innovative ways (bicycle boulevards, protected bike lanes, green wave corridors etc.).
Allows people on bikes to choose the safest time for crossing.	Difficult to implement on a community level and difficult to message to youth where "stop means stop."		Political capital costs -- price of formalizing existing behavior could be high.
Current law fosters illegal behavior and creates an internal conflict for cyclists as they approach the intersection. Stop as Yield may address this.	Potential to introduce additional ambiguity among roadway users.		May lead to more confusion and antagonism with users of the roadway.
Current law pertaining to bicycle stop behavior is rarely enforced today.	Stop as Yield may be a convenience factor rather than a safety factor.		Stop as Yield may work well for experienced cyclists, but may pose challenges for novice riders.

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3 **TITLE PAGE**
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7 TITLE:

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9 **Bicycle Safety and Choice:**
10 **Compounded Public Cobenefits of the Idaho Law**
11 **Relaxing Stop Requirements for Cycling**
12

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25 DETAILS:

26
27 Submitted: August 1, 2010
28 Word count: 7,395 words
29 Figures: 0
30 Tables: 0
31
32

33 KEYWORDS:

34
35 stop signs; bicycles; traffic safety; Idaho; MUTCD; warrants; signal warrants; shared space; bicycling;
36 cycling; traffic control; energy; injuries; risk; safety in numbers; UVC; legislation; laws; vehicle codes;
37 climate change; greenhouse gases; GHG; air pollution; noise pollution; public health; physical activity;
38 active transportation; vulnerable users; bicycle boulevards; bicycle routes; bicycle planning;
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ABSTRACT

Traffic safety and other policy goals are best served by relaxing stopping rules for bicyclists, legalizing existing behavior. Cyclists have been lumped with motorists under the law, yet warrants have never been made for bicyclists to determine whether their stopping is necessary or even beneficial.

Stop signs are ubiquitous, though oft "unwarranted," urban traffic calming on streets most likely to be chosen for bicycle routes. Yet stopping discourages bicycling, substantially increasing time, energy expenditure, discomfort, risk of collisions and risk for strain and overuse injuries. Removing stops may halve injury-risk by "Safety in Numbers" alone.

Intersections are the most dangerous zone for cyclists, whose safety benefits from the freedom to choose the safest time to clear, and to do so more quickly. Bicyclists enjoy vastly superior abilities to perceive and execute a safe yield at a stop than other modes, and great incentive to do so safely. Exposure to harmful pollutants which accrue at intersections is also reduced.

Idaho presents a natural experiment to test the safety of relaxing requirements due to its state law allowing cyclists to yield rather than come to a hard stop. Comparison cities lacking the law were sought and Idaho fared best for overall bicycle safety, 30.4% better than the closest match. Bicycle injuries declined 14.5% the year after adoption of the law. Interviews and a survey were conducted and all indications were that the law has been beneficial or had no negative effect, encouraging additional states to follow. Engineering options are also identified.

INTRODUCTION

Few if any topics are more controversial than stop signs in the world of traffic control. The pandemic overuse of unwarranted stop signs as traffic control has overtaken the residential streetscape, with even large agencies capitulating to the demands of residents who perceive stop signs as a traffic calming, volume reduction, and safety measure. “Like many agencies, LADOT had developed a practice of ‘giving in’ under political pressure” (1).

Agencies capitulate despite ample evidence that stop signs create substantial harm, and may well create more harm than good. Despite residents’ “feeling” of increased safety and potentially reduced through-traffic volumes (2), unwarranted stops have been repeatedly found to increase: urban air and noise pollution; operating costs and fuel consumption; civic liability; speeding; and frustration, leading to pervasive noncompliance (3).

Costly signals increase delays while increasing speed and risk of fatality, fostering similar debate as to their efficacy and necessity.

Overuse of Controls

The overuse of controls has lead to new thinking, such as the rapidly developing field of “Shared Space.” Whereas the long march to today’s traffic control regime, and its attendant bible, the Manual of Uniform Traffic Control Devices (MUTCD), has relied on the principle of *safety through uniformity* and thus predictability, the goal of Shared Space is to remove all or nearly all traffic controls, relying instead on *safety through uncertainty*. Shared space hopes to not only protect our bodies through demonstrably fewer injuries and reduced pollution, but to unclutter the mental environment, allowing us to focus on the people and place rather than a maze-like bombardment of directorial decrees. Case studies show destinations are reached more quickly despite reduced travel speeds. Shared space has been seriously proposed in Langley, WA (4), with a current proposal in Berkeley, CA.

Thus a revolution in traffic control is under way, asking that we rethink our practices and protocols.

The Unstoppable Bicycle?

While rethinking the use of stop signs is warranted from any perspective, arguably no mode has lost more to them than bicycling. Bicycling has simply been bundled with driving under the law, demanding unnecessary stops as a side effect of traffic calming for motor vehicles.

Unwarranted signals also often result from citizen pressures regarding safety concerns. Sought by many pedestrian and bicycle safety advocates for their ability to part the traffic waters, ironically, signals impose a variety of safety hazards to walking and bicycling. Along with increased delays and thus increased noncompliance, signals increase volumes and speeding, thus increasing risk and severity. Noncompliance has increased collision rates. In contrast, successful removal of unwarranted signals reportedly made a street “calmer, now that motorists are no longer speeding up the ‘green’” (5).

As a result, bicyclists and *potential bicyclists* have seen their preferred routes lined with arbitrary delays, causing widespread frustration and noncompliance, increased risk for certain types of crashes and overuse injuries, and a substantial reduction in the total amount of bicycling. A hostile public perception has developed, scorning bicyclists as reckless and uncaring scofflaws, creating harmful political consequences, enforcement “stings,” and vigilante violence.

Yet warrants for bicycling have never been developed to justify this legal broadstroke.

Idaho’s Legislative Solution

In 1982, by recommendation of the Idaho legislature’s Bicycle Committee, with the approval of the State Superintendent of Public Instruction, a law was passed allowing bicyclists to treat stop signs and traffic signals as yield signs. (In 2005, the law was amended to restrict that signals be treated as stop signs, except that right turns on red remained a yield.) Thus for over 27 years, a natural experiment has

transpired, allowing the transportation world a window into what life would be like were the “Idaho Law” enacted elsewhere.

This study conducts such an inquiry, adopting the initial hypothesis that there would be no measurable difference; instead, Idaho bicyclists appear to be much safer than those in other places. This study discusses likely explanations for that finding and other expected benefits.

Right of Way Rules Stable

There is no change to the right of way rules as a result of the Idaho Law. The law clearly specifies that “a person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection.” The law further specifies, “after slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard.”

Traffic Signals and the Idaho Law

To a bicyclist, red lights are functionally the same as stop signs in many instances. In dense urban neighborhoods, signal spacing is similar to signs, often one per block. Suburbs contrast: signals spacing is longer, and intersections larger, with more lanes, higher speeds, and greater volumes of traffic, whereas stop signs are typically used for two lanes. Thus there are more considerations determining if it is safe to cross, but the principle of the Idaho Law – that bicyclists are uniquely able to choose their own most safe crossing times – remains in effect.

The Idaho Law originally allowed bicyclists to treat stop signs and signals identically, and no safety issue was identified. In 2005 the signal rules in Idaho were modified, such that bicyclists may still choose to yield if turning right, but must come to a hard stop before proceeding. However, bicyclists are allowed to proceed through the red after that stop.

SAFETY EFFECTS OF THE IDAHO LAW

Because Idaho provides a natural experiment, this study sought to find evidence of the safety effects of the Idaho Law.

Before and After: No Harm in Adoption of the Idaho Law

A longitudinal study of injury and fatality rates in Idaho was sought, to examine any change before and after adoption of the law in 1982, controlling for historical trends. Interviews in Idaho were conducted with authorities including police, legislators, transportation professionals, bicycle leaders of both recreational and advocacy groups, individuals involved with the original adoption of the law, and members of the general public. In summary these inquiries strongly supported adoption of the Idaho Law, and no entity whatsoever identified any negative safety result associated with passage of the law. (In February 2008, Idaho’s own state Bicycle and Pedestrian Coordinator, Mark McNeese, developed an official form letter to that effect directed to any initial inquiry.)

Idaho's Office of Highway and Traffic Safety (OHS) were contacted in summer 2008 and were highly cooperative with the study; the OHS opened their historical data and allocated staff time to assist in this effort. Microfilm archives of police incident reports from 1966 to 1992 were consulted over a period of days, and deemed too difficult to analyze; archival copies of statewide yearly summaries of traffic injuries and fatalities, including summaries of fatalities and injuries by county and by mode, were located instead as best available data.

There is no evidence of any long-term increase in injury or fatality rates as a result of the adoption of the original Idaho Law in 1982. The *State of Idaho Highway Safety Plan, Fiscal Years 1981-1984*, which encompasses the period before and after the law was passed and implemented, stated that the injury rate for bicycles was constant overall and that “there is no evidence that [bicycle] fatality rates differ from the national level.”

Moreover, in the year following its introduction, bicycle injury rates in the state actually

declined by a substantial 14.5% with no change in the number of bicyclist fatalities. While aggregate injury rates include numerous types of collisions, the decline in injuries is consistent with the strong indication that the law actually improves overall roadway safety.

Data for 1974-1975 showed that “Passed Stop Sign” was a contributing circumstance in only 5.4% and 4.2 % of injury/fatality collisions respectively in Ada County (Boise). These collisions were primarily, if not entirely, involving motor vehicles; there were 15, then 18 total reported bicycle injury collisions for *all causes* in those years, whereas there were 123 “Passed Stop Sign” incidents, in total.

Comparison Cities: Testing the Idaho Law

An extended search for comparison cities and towns was undertaken. Boise was chosen over smaller municipalities after consideration. Numerous cities were analyzed for comparability to Boise (contact author for details).

Methodology

The best comparison found was Sacramento, California. Also a state capitol, Sacramento is highly comparable to Boise for factors affecting bicycling rates and injury rates. Capital cities tend to have special urban design elements and certain types of traffic and activities that other cities may not. The two also match very well on precipitation patterns (rain); topography (flatness); street layout (both being capital cities with numerous one-way streets, civic buildings and parks as well as gridded single and multifamily residential districts); degree of development of a bikeways network (including bike plans and a riverside bicycle path through the city); strata of populations of special risk (children under 15 and college students); overall population and worker population; recreational and advocacy organizations; and more.

California SWITRS data was compared with Idaho’s OHS data to assess total injuries. Injury data from Idaho was more detailed than that available from California’s SWITRS reports. California reports raw numbers of injuries and fatalities, whereas Idaho’s DOT provides a fairly detailed spreadsheet including the severity of the injury on the KABCO scale, where K=FATAL, A=SERIOUS/INCAPACITATING, B=VISIBLE/NON-INCAPACITATING, C=POSSIBLE/NOT VISIBLE/COMPLAINT, O=NO INJURY (PROPERTY DAMAGE ONLY). The California Highway Patrol was unable to declare which KABCO categories would count as “injury” in SWITRS data. Two sums were generated reflecting the high and low case.

Results

Idaho shown brightly as safer than Sacramento, with no fatalities year after year compared to regular fatalities in Sacramento, and a much more favorable injury rate year after year. Utilizing U.S. Census 2000 data, the best available indicator of bicycling rates, an injury-to-bicycle-commuter ratio was generated, with Boise found to be 30.4%-60.6% safer than Sacramento.

Bakersfield, CA was another comparison city, less dense, with similar in workforce size, but only 1/3 as many bicycle to work. Age strata may balance; although a higher percent are under 15 years (33% more), fewer are in college (50% less). Boise was 150%-252% safer (2.05-2.52 times safer).

Strikingly, both cities have regular fatalities each year; Boise typically has none. Data for Boise was analyzed over several years, 1999-2003, with similar results each year.

The primary difference identified between the cities was the Idaho Law. To attribute Boise's enhanced safety to the law alone would be premature without further analysis, but it is important to emphasize that this study found support in every other inquiry. Boise was safer in every comparison.

Considerations

In Idaho injury data, severity is a “crash level element,” meaning that it reports only the worst incident injury; an attempt was made to identify any case where a motor vehicle driver was more injured than a bicyclist, as that could reduce the injury count. OHS staff believed this is rare, as would common sense, but again bias was against the Idaho Law, possibly over-reporting.

1 Sacramento is bordered by other cities unlike Boise and Bakersfield. Boise has higher elevation
2 (2800 ft, 854 m), above the others (400, 200 ft. – 122, 61m – respectively). Bakersfield is weak on bicycle
3 advocacy.

4 Unknowns exist. The culture of drivers and traffic patterns may differ. Reporting practices may
5 differ, both with police and the public. Sacramento has higher crime rates than Boise, and is 43% more
6 dense, but little is known about how those factors affect non-commute bicycling, although only weak
7 effects were found for related indicators (6).
8

9 **Additional Inquiries in Boise**

10 While stationed in Boise, a series of experimental observations were conducted. Video was taken of
11 various intersection types for later comparison with video from comparison cities. An intercept survey
12 was completed (n=100) for the same purpose. This material has not been fully utilized. (Contact author.)
13

14 **UNWARRANTED STOPS DETER AND INJURE BICYCLING**

15 **Bicycle Route Impairment**

16 Preferred routes for bicyclists are typically quiet residential streets which connect destinations but avoid
17 heavy traffic. These same routes are ideal for cut-through motor traffic; thus the best bicycle routes are
18 likely dominated by four-way stops which deter bicycling.
19

20 *Blocking Bicycle Boulevards*

21 An entire class of bikeway, the Bicycle Boulevard, was thus created with the explicit goal of
22 “reducing the number of times that a cyclist must stop along the route, and improving the ability to cross
23 major intersections.” (7) Bicyclists also requested an Idaho Law. (8)

24 In practice, removing stops can be politically impossible. Berkeley lead the nation with its
25 planned citywide network, yet a decade later has failed to implement them. Traffic circles were
26 championed by bicycle advocates for stops removal on Boulevards; instead, bicycle funds were
27 appropriated, placing circles in other areas as traffic calming, with stop signs retained. Several new stop
28 signs and a signal were instead placed along the boulevards, the signal introducing considerable delays
29 while generating increased motor traffic, all in violation of policy.
30

31 *Energy and Time Costs*

32 Mandatory stopping result in a great deal of wasted energy and time – UC Berkeley physicist Joel Fajans
33 calculated one spends five times the energy to maintain speed with frequent stops, an unattainable effort;
34 thus “bicyclists on roads with stops signs must slow dramatically,” multiplying travel times. (9)
35

36 **Stops Hurt Bicyclists and Bicycling: Safety in Numbers, Pollution, and Shifting to Arterials**

37 Beyond noncompliance is nonparticipation. Stops discourage cyclists from using bicycle routes, thus (a)
38 overall bicycling declines, and (b) some bicyclists switch to arterials where dangers are greater.

39 In a recent Texas-based study, a route preference survey found avoiding frequent stops was of
40 great import, second only to avoiding “heavy traffic.” Avoiding “high speed limits” was third and far
41 above the rest of the 19 categories (10). In another study, Rietveld found 0.3 fewer stops per km along a
42 route meant a 4.9% higher share of bicycling (11).
43

44 *Safety in Numbers*

45 Jacobsen’s landmark study, *Safety in Numbers*, found reported injuries inversely proportional to the 0.4
46 power of the amount of walking or bicycling, “consistent across geographic areas, from specific
47 intersections to cities and countries” (12).
48

49 *Quantifying Injury Risk Generation by Stops*

50 Given the above, an urban bicycle route impaired by stops at each intersection (assuming 20 stops per
51 mile, 12.4/km) is expected have less bicycling than one that affords free-flow. If no alternate route exists;

if all routes have numerous stops, then the impact could be very substantial. Using Jacobsen's finding with Rietveld's, a free-flow route adds 164%, for 2.64 times more cycling, when reducing stops frequency to 2.4 stops/km (3.84/mi) rather than 12.4. Applying Jacobsen's finding, such a cycling increase is expected to improve the relative risk per cyclist to 0.55 times the previous risk, nearly halving each cyclist's risk of injury. Detailed research done by Elvik can produce more accurate case-by-case calculations (13).

That large increases in bicycling result in greatly reduced risk has been seen around the globe. City after city boasts large increases in bicycling with major reductions in serious injuries (14). In Portland, injury rates declined precipitously, with absolute injuries holding essentially constant while bicycling levels, inferred from bridge counts, quintupled 1991-2007. (15)

Thus ubiquitous stops produce real injuries simply by discouraging bicycling.

Pollution

Noise and air pollution are typically highest at intersections due to combining traffic flows, and accelerations. Allowing cyclists to clear intersections faster reduces those harmful exposures. Bicyclists are at higher risk for exposure to air pollution than the motorists that produce it found a landmark recent study, advising "any measure that increases the distance between cyclists and tail-pipes will help to reduce exposure" (16). Moving to a lighter-traffic street significantly reduces exposure (17). A study in Rome found higher concentrations of certain metals near signals, predicting "stop-and-go" conditions would also affect their presence (18).

Switching to Arterials

When viable bike routes do not exist, cyclists, like motorists, are more likely to choose arterials for efficient travel, increasing their exposure to traffic dangers and pollution, therefore increasing their risk. Thus stop signs can push cyclists off cycle routes and increase myriad health harms.

Collision Avoidance

The dynamic nature of intersections may not redact to safer conditions when ordered rules are imposed. Bicyclists see and hear well, but are often not seen and rarely heard. Thus cyclists behave defensively, relying on their own senses and not those of others, choosing intersection traversals minimizing risk – as opposed to waiting in queue, relying on others' perception for their safety.

Most cyclists learn to survive by experience, given endemic lack of formal training, and quickly learn of negotiation's detriments. For example, a study found that "arm signals, as well as informal signals in which drivers and bicyclists make eye contact, slow down drivers' decision-making processes and lead to a decreased probability of their stopping in time when the bicyclist is at risk." (19) The very human form of bicyclists was shown to cause processing delays for motorists, who focus on cyclists' faces first and may erroneously assume eye contact is confirmation to proceed.

"Encountering a bicyclist is a fundamentally social interaction," "driver attentional bias...may help explain slow driver decision responses to bicyclists seen in previous studies." (20) Conflicts and risk are highest at intersections, and driver behavior is erratic. Thus the incentive exists to slip through when safe, without risky and unreliable human interaction.

Cyclists complying with stop signs complain of driver confusion about right of way, wherein motorists either disregard their right – increasing the risk of ride-out collisions – or concede right of way improperly, urging the cyclist to go, creating awkward delays and additional ride-out risks. Indeed, motorist rideout was about 60% more likely than bicyclists to cause bicycle injury crashes at stops in one study (21).

Compliant cyclists also complain of motorist frustration and anger due to delays from stopping. Some cyclists have been struck from behind by motorists who assumed the bicyclist would not stop. Allowing cyclists to pass beyond first limit lines into crosswalks creates an informal bike box which reduces risk of conflict or collision from behind.

At signals, the theory of the bike box, allowing bicyclists to be out in front of traffic and thus more visible, with a head start, is very much a response to this problem.

Compliance Kills

Trucks in particular pose a severe danger to bicyclists, particularly those who obey the law! Women in London were over thrice as likely to be killed by trucks than men despite comprising only a quarter of cyclists there (22). A 2007 report by Transport for London found a similar disparity over 1999-2004, concluding women appeared more at risk “because they are less likely than men to disobey red lights” (23).

Predictability Reduces Risk

Normalizing stops-as-yields improves predictability and thus safety.

A large study of almost 4,600 bicyclists compared Gainesville, FL, with Austin, TX. Despite much higher rates of noncompliance at stop signs and red lights, Gainesville appeared roughly 2.3 times safer from ride-out injury than those in Austin, TX where compliance is higher. The researchers observed: “**In Gainesville...many bicyclists ran stop signs, but ... motor vehicles had adapted to this behavior and crash risk was minimal,**” (21)

Injurious Falls at Stops

Stopping can cause falls. Use of cleats, affixing shoes to pedals for mechanical efficiency, increases injury risk whenever putting a foot down, exacerbated by hard stopping. One large sports study (n=1638) found 28% of acute injuries involved “difficulty stopping or starting a bicycle or going too slow to maintain balance, including inability to detach from toe clips.” (24)

Overuse Injuries

Repeated stopping increases risk of injury from repetitive stress. The act of a hard stop, and the subsequent resuming of speed from a hard stop, involves considerable strain on joints, particularly the wrists and knees but also the shoulders, elbows, neck and low back. (cite) The wrist suffers strain under vibration, flexion and torsion during hard stops.

Cycling can lead to a variety of overuse conditions including “cyclist palsy” and Carpal Tunnel Syndrome (25), ulnar neuropathy (26, 27), and other related injuries (28-30), a primary treatment being, take “a holiday from bike riding” (28). It is well established that vibration and strain are occupational risk factors for carpal tunnel syndrome and other repetitive stress injuries; thus strain and vibration of repeated stopping exacerbates risk for such conditions among cyclists. This author experienced symptoms caused by total compliance with stop signs. Improper fit can also increase the risk of injury. (31)

Criminal Antagonism: Cultural Deterrents

Research increasingly finds that bicycling declines in the absence of a supportive culture. Unwarranted stops thus contribute to social rejection and stereotypes. For instance, one study found that non-bicyclists were significantly less likely to consider bicyclists to be “responsible,” with stopping considered responsible (32).

Bicycle advocates’ number one political backlash is stops compliance. Police have conducted “stings” to compel unwarranted behavior even in Berkeley and Portland. Vigilante behavior has even lead to fist fights (33) and a dangerous cut-line trap being set (cite). Criminalizing healthy behavior damages bicycling’s social support.

As a result of unwarranted stopping laws, a hostile sociopolitical environment discourages bicycling; public perception of bicyclists is marred, and the likelihood of police bias is increased. For the law to be on bicyclists’ side, the laws themselves must be on the bicyclists’ side.

To generate a culture of bicycling requires favorable conditions. To increase bicycling, the harsh incompatibilities which have accrued in the pursuit of motorized mobility must be tempered and

transformed. Even the opportunity for “pausability” – opportunistic, pleasurable, urban interactions – is diminished when stops-fatigue besets bicyclists (34).

BENEFITS

In contrast to the foregoing spectrum of harms, reducing stops increases cycling, allowing more people to meet daily activity goals (35). Increased cycling imbues health and social benefits, freedom from fossil fuels and freedom from driving, reducing air and noise pollution including carbon emissions. On a mass scale, those benefits can be enormous.

RETHINKING THE WARRANTS

Warranted, Dead or Alive

Warrants, like Levels of Service, were developed to facilitate motoring, not bicycling, to the detriment of the gentler modes, and must be remade if we are to adopt bicycling.

Signals lacking consideration for vulnerable modes have particularly egregious impacts beyond those already mentioned, exposing the inadequacy of existing warrants. For instance, it has been long known that right turns on red can double injuries for bicyclists and pedestrians. “This is due to the fact that many drivers do not come to a stop before turning right on red” (36). Cyclists are also injured or killed because the “current state of the practice for traffic signal timing does not account for bicyclists in determining the minimum green times or clearance intervals” (37).

Bicycling: the Ultimate Hybrid

Bicycling is a hybrid between walking and driving. Stop signs were created for motor vehicle control, and then applied without due consideration to bicycling. Although laws vary by state, typically pedestrians are not required to stop at stop signs, instead enjoying right of way, with pedestrians including inline skaters, motorized wheelchairs, riders of push scooters, skateboarders, and “Segway” devices, all of which can be operated at a high rate of speed and in general, are more difficult to maneuver and stop than bicycles. Why, then, would the bicycle, which falls squarely in the middle on this continuum, with superior collision avoidance, not be given the middle-ground of yielding?

The ludicrousness of requiring bicyclists to come to a hard stop is easily illustrated; a cyclist may defeat a red light by carrying the bicycle a short distance, repositioning it, and proceeding with cross-traffic, making a left turn. Similarly a bicyclist may jump off the bicycle and run across a limit line, then remount.

Collision Avoidance Abilities Compared

Bicyclists roll through a stop controlled intersection in continual awareness using many senses, unlike most motorists who rush up, peer through a peephole from a crouch, and rush on, stopping only if deemed necessary. Numerous factors need inform generation of stop sign and signal warrants for bicyclists.

Vision

The MUTCD’s present Warrants approach oft discusses visibility, but does not discuss and differentiate warrants by the difference between available vision by mode. A driver has truncated vision, typically less than 50% of the frontal field of a bicyclist, positioned near waist level; bicyclists are heads above passenger cars and often taller than SUV drivers. They do not suffer from compartment glare, nor diminished vision from tinted screens. Thus they can see over more parked cars, and more clearly, detecting finer grain of movement and anticipate hazards more effectively. (Discuss using vehicle as shield.)

Hearing

An able-bodied bicyclist enjoys 3D hearing, giving a spatial sense of surrounding traffic. The present Warrants approach does not consider hearing, though it is a primary sense for bicyclists, considerably

1 more so than for drivers. Because bicyclists must ride defensively, sound, as well as vibration and air
2 pressure from vehicles, are important safety senses.

3 This importance is evidenced by the recent attention to the quietness of electric vehicles, which
4 have posed a new danger to the more vulnerable modes (cite).

6 *Clearing the Danger Zone: Speed and Maneuverability*

7 As discussed elsewhere, bicyclists rely on their momentum to find windows of opportunity, traversing
8 intersections more quickly at times of minimum risk. Momentum affords a bicyclist myriad options to
9 maneuver so as to avoid danger. Lack of momentum means being a “sitting duck.”

11 *Riding Defensively*

12 The incentive to avoid collision is much higher for the more vulnerable modes, who are harder to see, and
13 lack the physical protection drivers enjoy, changing the tolerances necessary to compel their safe
14 behavior.

15 Bicyclists have the most to lose in any crash, and they face a great deal of dangerous and
16 noncompliant activity on the roadway that threatens them. There is a difference between the traffic laws
17 and the “laws of traffic.” Bicyclists need to constantly modify behavior to accommodate and evade the
18 unpredictable and deadly behaviors of motor vehicles and ill-suited infrastructure. Some advocates argue
19 that the traffic laws and transportation infrastructure were not created with their safety, comfort or
20 convenience in mind, but developed in the narrow pursuit of efficient flows of motor vehicles; that
21 cyclists have been literally pushed off the road; that cyclists subsidize and suffer for a dominant, car-first
22 system. Thus it makes sense that there would be widespread noncompliance with a system that hasn’t
23 respected their right to travel, let alone their right to life and limb.

25 *Stopping Distance*

26 A bicyclist can stop in a very short distance. (Compare to cars, inline skates; cite study.)

28 *Turning Radius*

29 Bicycles are able to turn in a circle so tight it would fit in the front half of a car.

31 *Width (Squeeze)*

32 Bicycles in operation are typically only slightly wider than a person, and may bank, allowing enhanced
33 collision avoidance.

35 *Decision Time and Space -- Window of Decision*

36 Bicyclists typically approach an intersection at a reduced speed whether or not it has stop controls. The
37 speed at which they pass over limit lines may be greater on average than that of motorists, but motorists
38 typically approach and leave more quickly. An analysis of the time and space used for decision should
39 show bicyclists spend more consideration on average assessing safety than motorists do.

41 **Compliance: Proportional to Public Perception**

42 The public votes with their behavior in the face of unreasonable restrictions.

43 Compliance at stop signs is thus very low for all vehicles, but generally lowest for bicyclists; for example,
44 a study on a college campus found an overall compliance rate for stop signs of 12% when no pedestrians
45 present, with motorcyclists never stopping, and bicyclists essentially never stopping (0.3%). (2)

46 Indeed, public pressures have set the legislative agenda for motoring just as for unwarranted stop
47 sign placement. Speed limits have increased by up to 63% (from 55 MPH to 90 MPH) since the energy
48 crisis measures of the 1970s, despite the negative implications for safety and oil conservation. Other laws
49 have changed to capitulate to driver behavior; in California, by law, the 85th percentile speed is
50 determinative of whether a motorist can be prosecuted for violating the posted speed limit. In essence,
51 speeders can set the speed limit. Bicyclists similarly vote through behavior with needless (unwarranted)

stop signs. Yet unlike in the case of speeding, this study finds that in doing so they benefit the goals of oil conservation and public safety. As a policy question: if rules can be bent for motorists to waste oil and endanger lives, surely they can be bent for bicyclists to do the opposite.

Children and Stop Warrants:

Children need special consideration in the creation of bicycle warrants; while motor vehicles require an age of operation, and licensing, bicycling has no restriction. Children constitute a special risk category for bicycle safety, owing to their lesser experience and knowledge; unpredictable play, lesser motor control, (38) and lower visibility. One study found that age is a leading factor in “collision initiation,” with bicyclists 10-14 years of age possibly responsible for 87% of daylight collisions with motor vehicles, whereas over 25 years of age, “probably only 34% were responsible.” (39) Children thus skew the perception that bicyclists are “always at fault,” which encourages bias amongst law enforcement.

Laws and Children's Behavior

Studies consistently indicate that it is *education and supervision* that makes the difference with regards to children's roadway skills and behavior, independent of law. There are many legal behaviors that bicycle safety instructors steer children from for their own safety.

In Idaho, children are educated about bicycle and pedestrian safety through Safe Routes to Schools programs and other means. Children are taught to stop and look both ways at stop signs whether *walking or bicycling*, even though neither is required to by law. The effectiveness of trainings such as these appears to be very good, as evidenced by one study where 90% of children instructed to stop at stop signs did so. Children instructed to stop at stop signs *and* before entering the street from a driveway were half as likely to have suffered a recent bicycle crash, as opposed to those who hadn't been instructed.(40) Children given a bicycle education course retained over 90% of the lessons more than month later. (41)

Education matters. The Netherlands is a far safer place to bicycle than the United States; one reason is that “by age 10, all schoolchildren have received extensive education on safe walking and cycling practices...not just the traffic regulations but how to walk and cycle defensively...[which] is completely lacking in the United States.” (42). Education improves lifelong prospects for avoiding collision, and produces behavior more respectful of other travelers.

No harm was seen in Idaho. The issue of child safety remains one of society's care, not one of children's laws.

Special Considerations

Older cyclists (over 70) preferred signalized crossing of arterials in Denmark, and were more likely to stop and look before turning left (43). Bicyclists with disabilities may also take special precautions. The Idaho law allows those choices to be made without impeding all cyclists.

ALTERNATIVES TO STOP SIGNS AND SIGNALS FOR BICYCLES

Political Prognosis

Today it is widely accepted that bicyclists should not be required to stop at all stop signs and signals. Although Idaho is the sole state in the USA to have provided a solution to the stopping problem for bicyclists today, others are expected to follow soon, with 2009 legislation attempted in Arizona, Montana, Oregon and Minnesota, and recent consideration in other states including California and Virginia. Prominent bicycle civil rights attorney Bob Mionske advocates for this change. (44) Oregon first attempted a bill in 2003. (45) Prominent advocacy groups for pedestrian and bicycle interest have taken formal positions in support of these measures after due consideration. Further research is expected to better our understanding of the public benefits.

Options for Practitioners

Only total deregulation gives the scale uniformity for maximum benefits. However, alternate approaches can be employed.

Local Options: Engineering and Signage

Engineering fixes removing stops are not politically viable nor expedient at the scale needed; literally millions of stops need removing, while mitigating unintended consequences. In the absence of a new law, signage may selectively change permissions.

“Bicyclists Excepted” plaques are an experimental option. They are used in Berkeley, CA for regulatory signs, but not yet in the MUTCD. The UC Berkeley campus corrected prohibitory signage with unique top-mounted plaques stating, “Bicyclists Allowed.”

Warnings Motorists and bicyclists alike are at risk for surprise at visibility-obstructed two-way stops with fast cross-traffic when four-way stops are the norm. Small plaques warn both of dangerous cross-traffic (46). Cyclists’ ears may miss the fastest cars if visibility barriers also block quiet (coasting) engine noise, with expectation for all-way control.

Engineers who believe by study that a deregulated stop sign poses a danger to the public have additional options:

(a) announcing the stop sign as two-way via “Cross Traffic Does Not Stop” plaque (W4-4P), of Section 2C.59 of the 2009 MUTCD can be used, or the appropriate, related plaque provided in that section;

(b) some combination of improving visibility and hearing, traffic calming (perhaps the best place for a stop sign), or other such measures, to reduce the unusual cross-traffic risk.

Signals Exception plaques are options, as are bicycle signals, bicycle-priority signal changes and bike boxes. The promising new development of the “Green Wave” greatly obviates the need for signal exceptions while improving transit speeds and reducing auto speeds. “In Copenhagen, a green wave on the arterial street Nørrebrogade facilitates 30,000 cyclists to maintain a 12 mph (19.3 km/h) speed for 2.5 kilometers...in Amsterdam, cyclists riding at a speed of 15 to 18 km/h will be able to travel without being stopped by a red signal” (47).

National Options: MUTCD, UVC and Policy Incentives

While states cannot be compelled to pass their own version of the Idaho Law, adoption by the Uniform Vehicle Code, and Federal funding requirements, can lead to a sea change for the better. Federal funding can and should be contingent on proactive measures to ensure policy goals of more and safer cycling be met.

New Signage Experimental signage might prove viable for the MUTCD. In a location where, after an engineering study, it is believed unsafe to allow bicyclists to choose when to yield, a “Bicyclists Must Stop” plaque might be introduced (such a sign was observed in Missoula, Montana in 2008 at what appeared to be an unwarranted stop on a significant bicycle route). Another possibility is a small red stop sign hexagon with the image of a bicycle, positioned as a plaque below the primary stop sign.

Lacking the law, but desiring to allow selective yielding, a bicycle yield sign, small, posted below stop signs, could allow selective permeability by engineers. (Contact author for illustrations.)

Options for Local Governance

Strong leadership may remove stop signs on bicycle routes while reducing motor through-traffic.

Depending on state law, it may be possible to pass a local version of the Idaho Law. In California, charter cities such as Berkeley assert that right. Berkeley maintains traffic laws which violate state law.

Alternatively, an enforcement directive issued to local police by council decree, may define stops violations for bicyclists as a lowest possible enforcement priority.

CONCLUSION

There is no single measure as quick and cost effective for increased and safer cycling, than to relax stopping rules for bicyclists. Stop signs and signals intended to discourage motor traffic have been placed in precisely the places where bicyclists most wish to ride, often without warrant for motorists let alone bicyclists, discouraging cycling and creating widespread noncompliance with a requisite backlash.

Contrary to the assumption that frequent stopping and compliance with stop laws improves safety, the argument in favor of The Law has become one of saving lives, preventing injury, protecting the environment, and facilitating increased bicycling both culturally and physically. Alternatives to the law, and tempers to the law, exist for a measured approach by transportation professionals.

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COUNCIL COMMUNICATION

Meeting Date: January 22, 2019	Agenda Item: 11B	Agenda Location: Action Items	Goal(s):	Legal Review: 	☒ 1 st Reading ☐ 2 nd Reading
Subject: An ordinance enacting Section 38-492 of the Thornton City Code pertaining to the regulation of bicycles approaching intersections.					
Recommended by: Brett Henry 			Approved by: Kevin S. Woods 		Ordinance previously introduced by: _____
Presenter(s): Brett Henry, Executive Director for Infrastructure					

SYNOPSIS:

Enacting Section 38-492 of the Thornton City Code would encourage bicycling as a multi-modal transportation option within the City by allowing the Colorado Safety Stop. Providing opportunities for multi-modal transportation options reduces congestion within the transportation network. On May 3, 2018, the Colorado State Legislature adopted Senate Bill 18-144 (Bill), which provides common language for municipalities and counties to adopt should they choose to allow bicyclists to use the Colorado Safety Stop. The Colorado Safety Stop allows bicyclists to treat stop signs as yield signs and traffic signals as stop signs, if it is clear and safe to do so. According to Bicycle Colorado, the Colorado Safety Stop implementation can reduce bicycle collisions and improve the traffic flow.

RECOMMENDATION:

Staff recommends Alternative No. 1, approval of the ordinance, which implements the Colorado Safety Stop.

BUDGET/STAFF IMPLICATIONS:

None.

ALTERNATIVES:

1. Approve the ordinance as drafted.
2. Do not approve the ordinance.

BACKGROUND (ANALYSIS/NEXT STEPS/HISTORY): (includes previous City Council action)

This item was previously presented to City Council on August 28, 2018 but failed by a 4-3 vote. At that time, City Council expressed concerns about the benefits of the Colorado Safety Stop and potential issues with police enforcement. Enacting Section 38-492 provides support for multi-modal transportation, specifically bicycling, within the City. Multi-modal transportation is desired to reduce traffic congestion and provide a variety of options for the traveling public. The addition of Section 38-492 does not preclude the enforcement of Reckless Driving or Careless Driving as related to the operation of bicycles and electrical assisted bicycles as defined by the Colorado Revised Statutes, §§ 42-4-1401 and 42-4-1402, as adopted and modified by the Thornton City Code.

The Colorado State Legislature adopted Senate Bill 18-144, which amended C.R.S. § 42-4-1412.5 and became effective May 3, 2018. The Bill provides common language for municipalities to adopt alternative regulation of bicycles and electrical assisted bicycles approaching intersections.

COUNCIL COMMUNICATION

PAGE 2

The Colorado Safety Stop is similar to the Idaho Stop, which was legislatively adopted in Idaho in 1982 to allow cyclists to safely proceed through stop signs and intersections. According to the Bicycle Colorado website, "studies have shown that there are between 30-60% fewer crashes involving bicycles in a city like Boise, Idaho, than there are in comparable cities like Sacramento or Bakersfield, California, which do not have Safety Stop legislation in place. In the first year after adopting the Safety Stop, alone, traffic crashes involving bicycles plummeted by 14.5% in Idaho."

INTRODUCED BY: _____

AN ORDINANCE ENACTING SECTION 38-492 OF THE THORNTON CITY CODE PERTAINING TO THE REGULATION OF BICYCLES APPROACHING INTERSECTIONS.

WHEREAS, the Colorado State Legislature adopted Senate Bill 18-144, which amended C.R.S. § 42-4-1412.5 and became effective May 3, 2018, providing municipalities authority to adopt alternative regulation of bicycles and electrical assisted bicycles approaching intersections; and

WHEREAS, the City Council wishes to adopt an ordinance implementing the terms of C.R.S. § 42-4-1412.5 within the City and codifying the regulations contained therein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF THORNTON, COLORADO, AS FOLLOWS:

1. A new Section 38-492, Regulation of bicycles approaching intersections, of the Thornton City Code is adopted and shall read as follows:

Sec. 38-492. Reserved. Regulation of bicycles approaching intersections.

- (a) A person riding a bicycle or electrical assisted bicycle and approaching an intersection of a roadway with a stop sign shall slow down and, if required for safety, stop before entering the intersection. If a stop is not required for safety, the person shall slow to a reasonable speed and yield the right-of-way to any traffic or pedestrian in or approaching the intersection. After the person has slowed to a reasonable speed and yielded the right-of-way if required, the person may cautiously make a turn or proceed through the intersection without stopping. For purposes of this Paragraph, a reasonable speed is 15 miles per hour or less.
- (b) A person riding a bicycle or electrical assisted bicycle and approaching an intersection of a roadway with an illuminated red traffic control signal shall stop before entering the intersection and shall yield to all other traffic and pedestrians. Once the person has yielded, the person may cautiously proceed in the same direction through the intersection or make a right-hand turn. When a red traffic control signal is illuminated, a person shall not proceed through the intersection or turn right if an oncoming vehicle is turning or preparing to turn left in front of the person.
- (c) A person riding a bicycle or electrical assisted bicycle approaching an intersection of a roadway with an illuminated red traffic control signal may make a left-hand turn only if turning onto a one-way street and only after stopping and yielding to other traffic and pedestrians. However, a person

shall not turn left if a vehicle is traveling in the same direction as the person and the vehicle is turning or preparing to turn left. If the person is not turning left onto a one-way street, the person shall not make a left-hand turn at an intersection while a red traffic control signal is illuminated.

- (d) As used in this Section, "Electrical Assisted Bicycle" means the term as it is defined in Section 38-641 of the Thornton City Code.
- (e) This Section is intended to solely govern the regulation of bicycles and electrical assisted bicycles approaching intersections. All other provisions of the Thornton City Code or the Model Traffic Code, as adopted by the City in Section 38-521 of the Thornton City Code, related to bicycles and electrical assisted bicycles remain in full force and effect.
- (f) Any person who violates the provisions of this Section, upon conviction thereof, shall be punished as provided in Section 1-8 of the Thornton City Code.

2. If any portion of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the constitutionality or validity of the remaining portions of this ordinance. City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared unconstitutional or invalid.
3. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portions hereof are hereby repealed to the extent of such inconsistency or conflict.
4. The repeal or amendment of any provision of the Code by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.
5. This ordinance shall take effect upon final passage.

INTRODUCED, READ, PASSED on first reading, ordered posted in full, and title ordered published by the City Council of the City of Thornton, Colorado, on _____, 2019.

PASSED AND ADOPTED on second and final reading on _____, 2019.

CITY OF THORNTON, COLORADO

Heidi K. Williams, Mayor

ATTEST:

Kristen N. Rosenbaum, City Clerk

THIS ORDINANCE IS ON FILE IN THE CITY CLERK'S OFFICE FOR PUBLIC INSPECTION.

APPROVED AS TO LEGAL FORM:

Luis A. Corchado, City Attorney

PUBLICATION:

Posted at City Hall, Margaret W. Carpenter Recreation Center, and Thornton Active Adult Center after first and second readings.

Published on the City's official website after first reading on _____, 2019, and after second and final reading on _____, 2019.

Urban Trails Committee

Minutes – June 11, 2019

Present: Orin Zyvan, Gary Stibler, Steve Meyer, Shana Wade, Devon Balet, David Lehmann, Sarah Johnson

Not Present: Dr. Kristin Heumann

Also Present: Kristen Ashbeck, Principal Planner, City Community Development, Paul Jagim, City of Grand Junction, Chris Dombkowski with City of Grand Junction GIS, Mat Lucero and John Hodge, Public.

The meeting was called to order by Orin Zyvan at 5:30 pm at City Hall.

Announcements – Devon stated he applied for the Trails Coordinator position and has an interview tomorrow.

MadetoMove application deadline has been extended by two weeks and now is required to be filed online. Have received 15 letters of support. Required to have a letter from an engineer and Paul Jagim said he'd get one to Orin.

Paul said paint is in for initial markings on the Bike Route Wayfinding project. Marking the Maroon Route along 7th and 10th Street corridors will be the first route to get markings. The other section he wants to get marked this Summer is the Riverfront Trail connection at Hwy 340 and continuing down W. Main Street to the pedestrian bridge over the railroad.

CMU's America Walks project – Ulyssis did a presentation last week about their project and their recommendations. Paul said they collected a great deal of data along 12th Street. One of their recommendations was implemented right away. The City has changed the beacon flashing lights to a much brighter light called a Rectangular Rapid Flashing Beacon (RRFB). City Traffic intends to install another recommendation this Summer; yield line markings, further back from crosswalks. Recommendations for future improvements included push buttons with an audible warning message and RRFB beacons in the medians.

1. Minutes of Previous Meetings

Action: Approve the minutes from the May 14, 2019

Community Streets Committee was missing Shana and should be called Promotion and Programming.

Shana motioned to approve the minutes. Steve second. Motion was passed.

2. Building Relationships – Identify Entities

Action: Put together a list of other groups/people/organizations to interface with.

Sarah suggested that the Mesa County Trail Coordinator position might have part of that as part their job description.

- Orin would like to see a closer advisory relationship with the City Council.
- David added that the relationships from the MadetoMove application is a good list which consist of the City of Grand Junction, Mesa County Health Department, City of Fruita, Town of Palisade, One Riverfront and the groups who provided letters of support such as Colorado West Land Trust, Community Hospital, St. Mary's, Mesa County Bicycle Alliance, etc.
- Grand Junction Police Department

Gary also suggested I-70B would be another one that relationship building would be a good idea. Need to explain why six lanes of high capacity traffic is not a good solution for Downtown. Perhaps take CDOT representatives and Council members to coffee.

Discussed how UTC actually can advise City Council. Orin thinks there is a channel missing because City staff can't really advocate on behalf of UTC.

David thinks would need to get other partners UTC is trying to build relationship with to also provide input along with UTC.

Sarah stated need clarification from City Council as to how the council would like UTC to advise them.

3. Safety Stop Legislation – GJ Police Department Enforcement

Action Item: UTC will be making formal advisory comments later this summer for the City Council.

In April City Council was sent a memo with information about the Idaho Stop legislation that passed in 2018. The memo to Council indicated that UTC would be examining the issue and discussing adoption of a local ordinance. Also, the City Attorney's office was asked to provide a legal opinion on whether a local ordinance must follow the State bill exactly, or could it be modified for local preference. City Attorney Shaver indicated a local ordinance must follow the framework of the State bill, but could vary from the State bill in regards to including both traffic signals and Stop signs, or just Stop signs. Recently Councilmember Taggart inquired about the status of UTC's examination of Idaho Stop. There will be a meeting with City staff including the City Manager, Police Chief, City Attorney, and Public Works Director to discuss the item. Paul will attend the

City staff meeting and report back to UTC on how it went. The UTC has a goal to formulate an advisory memo on this topic, to send to City Council, by late Summer 2019. John stated that Bicycle Colorado is working to get it passed across the State of Colorado.

Discussed how beneficial it would be to get it valley wide rather than one way in the City and different in the County.

4. Amendment to Bylaws Pertaining to Ex-Officio Members

Action: Group decided to keep Bylaws as currently written.

Orin explained how Mesa County Health and the Regional Transportation Planning office currently have to have potential members apply to be on UTC. Ex-officio would not need to apply but they would not be voting members.

5. Orchard Mesa Canal Trail – Tabled until July.

Gary passed out an exit interview he had with Max Schmidt for group to read before next meeting.

6. Community Streets Event – October 19th

Action: Group met June 4th and meet again on July 10th.

Michele stated she wasn't included but should be since she is the financial keeper for the event.

Updates

Memo to City Council re: Bike Friendly/Walk Friendly Report Cards

Kristen passed out Memorandum on the Bicycle/Walk Friendly Community Designations combined reports that were presented to the City Council members.

She said that other groups provide Annual Reports that go to the City Council member. UTC's 2018 wasn't completed before Kathy Portner retired. Kristen said will not provide one for 2018 but will work on one for 2019.

Reach out to local rec businesses and Bike to Month participating businesses to apply for Bike Friendly business status and see if UTC can assist them with their application.

Sarah will be attending the meeting for the AARP new age designation. She will bring the info back to the group.

Sarah asked if need to add to the UTC's Action Plan for the year. David said the subcommittee should take on the task and bring back to the committee.

Sarah expressed concern that the committee may not have the capacity to take on all that is required until Community Streets is over in November. Gary will put together a master list and will bring to the next meeting.

Other Business/Public Comment

John Hodges said he has been contacted by Bicycle Colorado to hold a League Cycling Seminar which certifies League Instructors.

Currently there are several people from Glenwood Springs interested but need eight people to register. Cost is \$350 and held on a Friday night and all day on Saturday. Probably held in Glenwood Springs.

He said there is a second opportunity coming up. He said Molly with Bicycle Colorado would be willing to come over here and give a Training the Trainer class sometime this summer or later this fall. The class would be free.

There were no further comments from the public.

Adjournment - The meeting was adjourned at 7:05 pm.



City of Grand Junction Urban Trails Committee
250 N 5th St.
Grand Junction, CO
81501

November 17, 2020

City of Grand Junction City Council
250 N 5th St.
Grand Junction, CO
81501

Mayor Wortmann and Members of Council,

The Urban Trails Committee (UTC) is fortunate to focus its attention on multimodal transportation in our community, which is the passion of its nine members. Over the last four months, the Committee has developed policy and program ideas aimed at addressing the City's identified needs and stated goals for bicycle and pedestrian transportation.

As stated in our bylaws, the UTC focuses on ensuring "safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities throughout the community." This document encompasses all aspects of this mission.

The UTC regularly advises staff and Council on priority routes and needed improvements for infrastructure. This is the first time the UTC has put forth a document of policies and programs aimed at complimenting the City's investment in infrastructure.

These recommendations are presented with the understanding that the City government must make difficult choices with limited resources. We are providing these to you for your review, to determine which are the most applicable to your priorities, and in the hope that, where possible, steps may be taken towards implementation.

We have broken our ideas and recommendations into the following categories:

- Code Updates
- Policy Development
- Strategic Planning
- Community Projects and Outreach



These multimodal policy and program recommendations are provided as proposals which could be incorporated into future city plans, adopted as new or updated policy, inform timely action, and become the catalyst for new relationships with community members.

These are challenging issues which require time, attention, and discussion among City Staff, City Council, and the UTC. The UTC is available to provide our continued support as needed. We welcome your feedback and look forward to continuing the dialogue.

Sincerely,

City of Grand Junction Urban Trails Committee

A handwritten signature in brown ink, reading "S Wade", written over a horizontal line.

Chair, Shana Wade

A handwritten signature in blue ink, reading "Diana L. Rooney", written over a horizontal line.

Vice Chair, Diana L. Rooney



Multimodal Policy & Program Recommendations - November 2020

Code Updates

Off-Site Improvements – Increase the extent of roadway improvements required to occur with private development to serve multimodal users on rural road sections when new development occurs.

Connectivity Improvements Associated with Development – Develop and adopt updates to the Zoning and Development Code to reduce fragmentation of trails, sidewalks, bike lanes, and other multimodal improvements associated with new development. The challenges of this issue are particularly applicable to infill development.

Wayfinding with New Infrastructure Development – Incorporate appropriate wayfinding signage into the set of improvements required by projects in conjunction with complete streets and multimodal policy.

Wayfinding – Establish a formal and ongoing wayfinding policy including signage, pavement markings, and online and paper maps. Coordinate this policy throughout the Grand Valley so that wayfinding signage is consistent. Develop review procedures so wayfinding best reflects the changing needs of Grand Junction and surrounding areas.

TEDS Review – Review the City's TEDS (Transportation Engineering Design Standards) to identify means of improving the bike and pedestrian environment through better development standards (street connectivity, sidewalks, transit stops, etc.).

Policy Development

Social Equity Policy for Multimodal – Develop a policy highlighting the importance of cycling infrastructure for low-income residents. Identify action items which will have the most effect, such as by focusing improvements on multimodal routes which are specifically known to serve a high proportion of low-income residents.

Neighborhood Services and Multimodal Needs – Develop a policy position relating the provision of accessible neighborhood services, such as grocery stores, to the viability of multimodal transportation.

Set Goals for Multimodal Improvements – Continue to encourage portions of funding sources, including Impact Fees and Capital Funds to be dedicated toward multimodal and active transportation projects.

Fee-Free Trails – Formalize a permanent agreement ensuring free continuous access and connectivity along trails such as Riverfront and Connected Lakes Trails. Work to ensure Valley-wide cooperation among all stakeholders along Riverfront and Connected Lakes Trails.

Strategic Planning

Area-Specific Connectivity Planning – Develop detailed area-specific plans for multimodal connections in areas such as Colorado Mesa University, North Avenue, 24 Road Corridor, Downtown, and rural roads serving greenfield development such as Northwest Grand Junction.

Expand Trail Network – Continue to work with stakeholders to promote development of irrigation rights-of-way for multimodal transportation. Capitalize on current interest to implement a pilot project and develop a model for improvements which respects the function and current use of the right of way.

Centralized Community Feedback Process – Expand the “Fix It” online reporting to create a centralized community feedback function. Develop a mobile app and website page eliciting constructive community feedback in the form of comments, photo uploads, and geolocation of observations on a map.

Dedicated Staff Position – Create or assign an active transportation position within the City. This person would address multimodal concerns including design, engineering, future planning, education, outreach, maintenance protocols, seeking multimodal grants, application to and reapplying for certifications, creating and implementing Comprehensive Bike/Ped Strategic Plan, and reviewing projects from a complete streets perspective.

Develop a Comprehensive Bike and Pedestrian Plan – Undertake a comprehensive planning process, likely with support of an outside consultant, to create a comprehensive plan for bicycle and pedestrian infrastructure and programming. At present, multimodal improvements are guided by a range of land-use plans, the Active Transportation Corridors Plan (a component of the Circulation Plan), and recommendations put forward by the UTC, but would benefit substantially from a public planning process and the resulting plan document.

Community Projects and Outreach

GJPD Collaboration – Work with Grand Junction Police Department to implement such programs as relevant trainings and relationship-building practices for police bike and pedestrian units, as recommended in Bike and Walk-friendly Report cards received from the League of American Bicyclists.

Multimodal Awareness Education – Encourage education and outreach efforts in collaboration with the Parks and Recreation Department, School District 51, Colorado Mesa University, and the Grand Junction Police Department to promote bike/pedestrian safety and education. Examples could include developing and implementing an education program for cyclists from youth through adults.



Outreach to Support Low-Income Multimodal – Improve and formalize relationships with non-profit organizations that advocate for multimodal improvements and serve low-income communities. Conduct outreach to those that serve low-income users and collaborate so that route information can better serve those who rely on multimodal transportation for daily use.

Bicycle Maintenance and Service – Support development of a program to provide a bike repair, maintenance, and building to low-income residents and university students. This effort could be undertaken with City support of a coalition of local experts, bike shops, and volunteers.

Memorandum

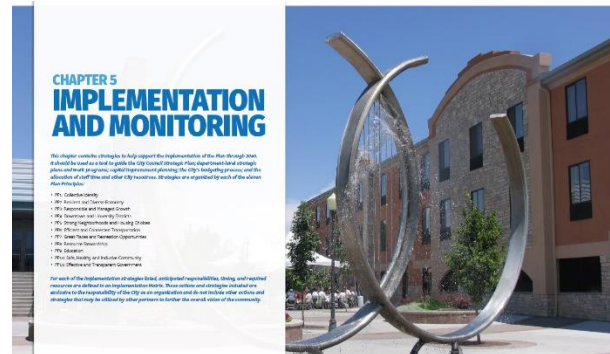
TO: Mayor and Members of Council

FROM: Greg Caton, City Manager
Tamra Allen, Community Development Director

DATE: December 4, 2020

SUBJECT: One Grand Junction Comprehensive Plan – Implementation Matrix

As briefly introduced during the City Council workshop on November 16th, Chapter 5 of the Comprehensive Plan provides an overview of how the plan will be implemented and monitored. This chapter calls for the City to prepare an Implementation Matrix that enumerates a list of currently known implementation strategies and actions.



Implementation Matrix – The Implementation Matrix is intended to be used as a tool to guide the development of the City Council's Strategic Plan; department-level strategic plans and work programs; capital improvement planning; the City's budgeting process; and the allocation of staff time and other City resources.

Strategies are organized by each of the eleven Plan Principles found in Chapter 2. For each implementation strategy listed, the matrix provides a brief description of each action or strategy, the City department tasked with the lead and support roles, the anticipated timing, and the expected resources required to initiate and complete an action. Time frames for initiation of the implementation strategies are categorized by near-term, mid-term, long-term and on-going, as follows:

- *Near-term* – already underway or to be initiated within six months to a year after plan adoption;
- *Mid-term* – to be initiated within one to three years after plan adoption;
- *Long-term* – to be initiated within three or more years after plan adoption; and
- *Ongoing* – actions to be implemented by City staff as part of their routine job duties.

Resources required for each action are identified as Regional Collaboration, Outside Support/Funding, Staff Time, General Fund, Capital Fund, and Other Funds such as the First Responder Tax, Impact Fees and Grants.

Next Steps – The draft 2020 One Grand Junction Comprehensive Plan has been considered by the Grand Junction Planning Commission at a public hearing held December 1st and received a unanimous recommendation of approval. A public hearing on the proposed One Grand Junction Comprehensive Plan is scheduled for December 16th with additional time allotted at the December 14th workshop to review and discuss outstanding issues prior to the hearing. A

workshop is also scheduled with Mesa County Planning Commission on December 10th with a hearing scheduled for December 17th for their consideration of adoption of Chapter 3, specifically including the land use map and land use categories.

The draft Implementation Matrix is included with this memo for City Council review, discussion and revision and was developed by the staff and consultant team along with input from the Comprehensive Plan Advisory Committee. The Matrix is not currently intended to be adopted with the One Grand Junction Comprehensive Plan. Council could choose to either finalize this Implementation Matrix or to use this draft matrix as a starting point to inform the develop of the next City Council Strategic Plan. Please respond to the City Manager comments on how to proceed.

Attachment:

Draft Implementation Matrix

HIGHEST PRIORITY ACTIONS			
Strategy	Department Responsibility	Timing	Resources
DU-2a. Work with CDOT to ensure I-70B through Lower Downtown is a multi-modal facility and provides for comfortable connectivity.	Lead: Public Works Partners: Community Development	Near-Term	Staff Time, Capital Fund, Regional Collaboration
NH-2a. Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.	Lead: Community Development, City Manager's Office Partners:	Near-Term	Staff Time, General Fund, Grants, Outside Partners, Regional Collaboration
GP-2a. Adopt an updated Parks, Recreation, and Open Space Master Plan.	Lead: Parks and Recreation Partners:	Near-Term	Staff Time, Capital Fund, Grants
GP-2c. Continue to explore long term, dedicated funding strategies such as retail sales and processing of marijuana, and/or a tax on vaping, tobacco and smokeless tobacco, among others, for parks facilities including regional sports facilities, field houses, indoor facilities, and a community center.	Lead: Parks and Recreation Partners: Community Development	Near-Term	Staff Time, Capital Fund
GP-2e. Pursue the construction of a multi-purpose Community Center as described in the Parks, Recreation and Open Space Master Plan.	Lead: Parks and Recreation Partners:	Near-Term	Staff Time, Capital Fund, Dedicated Tax, Grants, Outside Partners
SC-1k. Construct critical infrastructure including Fire Station No. 3, Fire Station No. 7, Fire Station No. 8, and additional administrative and evidence storage facilities for Police.	Lead: Police, Fire Partners: General Services, Public Works	Near-Term	Staff Time, Capital Fund, First Responder Tax
EG-1a. Align the City Council Strategic Plan with the Comprehensive Plan.	Lead: City Council Partners: City Manager's Office	Near-Term	Staff Time
EG-2a. Create a City Communications Plan.	Lead: City Manager's Office Partners: All Departments	Near-Term	Staff Time, General Fund
ET-1b. Develop and implement a city-wide Bicycle and Pedestrian Plan.	Lead: Community Development, Public Works Partners: Parks and Recreation	Mid-Term	Staff Time, General Fund, Regional Collaboration
GP-3c. Continue to build new or expanded recreational activities/amenities along the riverfront, including expansion of the	Lead: Parks and Recreation Partners: Public Works	Mid-Term	Staff Time, General Fund, Capital Fund,

River Park and improvements to the Western Colorado Botanical Gardens.			Impact Fees, Grants
RS-3b. Develop and begin to implement a comprehensive sustainability plan that addresses, among other topics, climate change.	Lead: Community Development Partners: All Departments	Mid-Term	Staff Time, General Fund, Grants
CI-1e. Engage with the community to identify opportunities to create a more inclusive, equitable, and safe community that celebrates the city's diverse population.	Lead: City Council, City Manager Partners: All Departments	Ongoing	Staff Time, General Fund, Outside Partners
RE-1f. Continue to support the work of Economic Development Partners and its activities to help grow new and emerging businesses.	Lead: City Manager's Office, Partners: ED Partners	Ongoing	Staff Time, General Fund
RE-3a. Develop a list of priority infrastructure and amenities and make strategic investments to support growth of primary jobs, strengthen economic diversity, and/or promote business activity in key locations of the city.	Lead: City Council, City Manager's Office Partners: Utilities, Public Works, Parks and Recreation	Ongoing	Staff Time, General Fund, Capital Fund, Water/Wastewater Enterprise Funds
RE-4e. Support the expansion of a responsible and sustainable tourism industry utilizing destination management principles.	Lead: Visit GJ Partners:	Ongoing	Staff Time, Lodging Tax
RG-1e. Direct development to locations where it can be adequately served by existing public facilities and services.	Lead: Community Development Partners:	Ongoing	Staff Time
RG-4g. Support the efficient and reliable management of water resources by: - maintaining cooperative service agreements with Clifton Water District; - maintaining absolute water rights and file, as needed, documentation to perfect conditional rights on the Colorado and Gunnison Rivers; - maintaining and replacing aging water infrastructure; and - coordinating with Ute Water Conservancy District and Clifton Water District to ensure the sufficient water resources supply and infrastructure for the city's projected growth.	Lead: Utilities Partners: Community Development	Ongoing	Staff Time, Enterprise Fund, Regional Collaboration
RG-7g. Work with private property owners to achieve ongoing compliance with required landscaping, weed, junk, or other City nuisance codes and ordinances.	Lead: Police Partners: Parks and Recreation, Community Development	Ongoing	Staff Time, General Fund, Capital Fund, First Responder Tax

DU-3b. Work with property owners and partners to redevelop underutilized properties (including surface parking lots) through regulation, incentives, and use of other redevelopment tools.	Lead: Community Development, City Manager's Office Partners: Public Works, Utilities	Ongoing	Staff Time, General Fund
NH-2c. Continue to collaborate with partner organizations on the implementation of efforts to make homelessness rare, short-lived, and nonrecurring. Address the needs of the homeless in a way that minimizes impacts to public spaces and businesses.	Lead: City Manager's Office Partners: Police, Parks and Recreation, Fire, Community Development	Ongoing	Staff Time, General Fund, Regional Collaboration
ET-4c. Improve the urban trail system on and connecting to Active Transportation Corridors focusing on utilizing existing corridors such as drainageways, canals, ditches, rivers, and roadways.	Lead: Public Works Partners: Community Development, Parks and Recreation	Ongoing	Staff Time, Capital Fund, Regional Collaboration
SC-2a. Actively participate with community partners in the Childcare 8,000 initiative.	Lead: City Manager's Office Partners: Human Resources, Parks and Recreation	Ongoing	Staff Time, General Fund, Regional Collaboration
SC-2d. Continue to dedicate resources to co-responding and CARES program and research new models to continue to enhance those efforts.	Lead: Police Fire Partners: HR	Ongoing	Staff Time, General Fund, First Responder Tax
EG-1e. Review the GJMC and effect any necessary revisions to it to ensure that its provisions are consistent with the Comprehensive Plan.	Lead: City Manager's Office Partners: All Departments	Ongoing	Staff Time, General Fund

Plan Principle 1: Collective Identity			
Strategy	Department Responsibility	Timing	Resources
Goal 1. Preserve, promote and celebrate grand junction's identity, diversity and history			
CI-1a. Support efforts to provide educational resources on historic resources of the city and region.	Lead: Community Development Partners:	Near-Term	Staff Time, General Fund
CI-1b. Pursue Certified Local Government designation that helps enable historic preservation efforts.	Lead: Community Development Partners:	Mid-Term	Staff Time
CI-1c. Support efforts throughout the community to provide cultural events reflective of the community's diversity.	Lead: Parks and Recreation Partners:	Ongoing	Staff Time, General Fund, Outside Support
CI-1d. Identify, recognize, and increase historic resources by encouraging and incentivizing the addition of properties to the local, state, and national registers.	Lead: Community Development Partners:	Ongoing	Staff Time, Outside Support
CI-1e. (Highest Priority) Engage with the community to identify opportunities to create a more inclusive, equitable, and safe community that celebrates the city's diverse population.	Lead: City Council, City Manager Partners: All Departments	Ongoing	Staff Time, General Fund, Outside Partners
Plan Principle 2: Resilient Diverse Economy			
Strategy	Responsibility	Timing	Resources
1. Foster a vibrant, diverse and resilient economy.			
RE-1a. Complete infrastructure at the Riverfront at Dos Rios.	Lead: Public Works Partners: Finance, Dos Rios GID	Near-Term	Staff Time, GID Funds
RE-1b. Support the review and updating of the Grand Junction Economic Development Plan.	Lead: City Manager's Office Partners: ED Partners	Mid-Term	Staff Time, General Fund, Outside Support
RE-1c. Review and refine the GJMC to modernize and reflect emerging best practices focusing on evolving modern business operations.	Lead: Community Development Partners: ED Partners	Mid-Term	Staff Time
RE-1d. Support and collaborate with economic partnerships.	Lead: City Council, City Manager's Office Partners: ED Partners	Ongoing	Staff Time, General Fund
RE-1e. Partner in supporting programs that encourage residents to spend dollars locally before looking elsewhere for goods and services.	Lead: City Manager's Office Partners: ED Partners	Ongoing	Staff Time, Regional Collaboration

RE-1f. (Highest Priority) Continue to support the work of Economic Development Partners and its activities to help grow new and emerging businesses.	Lead: City Manager's Office, Partners: ED Partners	Ongoing	Staff Time, General Fund
RE-1g. Attract Tech and Rec industries to Riverfront at Las Colonias.	Lead: GJEP Partners: City Manager's Office, ED Partners	Ongoing	Staff Time, Outside Support
RE-1h. Monitor the inventory of finished sites and raw land suitable for residential, commercial, office/technological, industrial service, and industrial development.	Lead: Community Development Partners: IT/Finance	Ongoing	Staff Time
RE-1i. "Identify and resolve regulatory barriers that would unduly inhibit the growth of industrial and manufacturing businesses."	Lead: Fire Partners: Community Development	Near-Term	Staff Time
2. Support the development of a diverse, educated, healthy, and adaptable workforce.			
RE-2a. Establish baseline levels of service for neighborhoods and plan for investments in areas that are underserved.	Lead: Community Development, IT/Finance Partners: Police, Fire, Parks and Recreation, Public Works	Mid-Term	Staff Time
RE-2b. Work with area educational institutions and regional economic development partners to provide educational programs that train students to work in the region's existing and target industries.	Lead: ED Partners Partners: City Manager's Office	Ongoing	Staff Time, General Fund, Regional Collaboration
RE-2c. Identify key City properties in the downtown that may be repurposed or redeveloped.	Lead: Community Development Partners: City Manager's Office	Ongoing	Staff Time
RE-2d. Continue the City's CMU Scholarship and Internship program and seek placement of CareerWise students within City departments.	Lead: HR Partners: All Departments	Ongoing	Staff Time, General Fund
3. Promote Business Growth for a Diverse and Stable Economic Base.			
RE-3a. (Highest Priority) Develop a list of priority infrastructure and amenities and make strategic investments to support growth of primary jobs, strengthen economic diversity, and/or promote business activity in key locations of the city.	Lead: City Council, City Manager's Office Partners: Utilities, Public Works, Parks and Recreation	Ongoing	Staff Time, General Fund, Capital Fund, Water/Wastewater Enterprise Funds

RE-3b. Protect key industrial areas from encroachment by potentially incompatible land uses or conversion to alternative uses, including properties that have access to railroad spurs.	Lead: Community Development Partners: ED partners	Ongoing	Staff Time
4. Support the expansion of a responsible and sustainable tourism industry utilizing Grand Junction's Destination Marketing Organization called Visit Grand Junction and its strategic partners.			
RE-4a. Identify and implement a destination brand for Grand Junction.	Lead: Visit GJ Partners:	Near-Term	Staff Time, Lodging Tax
RE-4b. Complete an economic impact study to better understand the value and return on investment of the tourism industry.	Lead: Visit GJ Partners:	Near-Term	Staff Time, Lodging Tax
RE-4c. Support the Greater Grand Junction Sports Commission in growing existing events and attracting new events related to sports and recreation.	Lead: Parks and Recreation Partners: Visit GJ	Ongoing	Staff Time, Lodging Tax, Outside Support
RE-4d. Champion Leave No Trace principles to educate both locals and visitors.	Lead: Visit GJ Partners: Parks and Recreation	Ongoing	Staff Time, Lodging Tax
RE-4e. (Highest Priority) Support the expansion of a responsible and sustainable tourism industry utilizing destination management principles.	Lead: Visit GJ Partners:	Ongoing	Staff Time, Lodging Tax
RE-4f. Support regional efforts to preserve agricultural lands and support opportunities for agritourism in and around Grand Junction.	Lead: Community Development Partners:	Ongoing	Staff Time, Regional Collaboration
RE-4g. Work with State, County, and Federal partners and legislators to ensure public lands are maintained for public enjoyment and to recognize the partners as key employers in the region.	Lead: Parks and Recreation Partners: City Manager's Office, Community Development	Ongoing	Staff Time, Regional Collaboration
5. Invest in key infrastructure that support businesses.			
RE-5a. Conduct a review of the 2016 Wireless Master Plan to identify any updates needed to ensure high speed internet access is broadly available.	Lead: IT/Finance Partners: General Services, Community Development	Mid-Term	Staff Time, General Fund
RE-5b. Support the Grand Junction Regional Airport as a regional transportation destination to provide the economic development benefits associated with having an airport in close proximity.	Lead: Visit GJ Partners:	Ongoing	Staff Time, Lodging Tax, Regional Collaboration, Outside Partners

Plan Principle 3: Responsible and Managed Growth			
Strategy	Department Responsibility	Timing	Resources
1. Support fiscally responsible growth and annexation policies that promote a compact pattern of growth, maintain or improve levels of service and encourage the efficient use of land.			
RG-1a. Complete a fiscal impact study of annexation and utilize the study to understand fiscal impacts of annexation and in revisions to the Persigo Agreement.	Lead: Community Development Partners: City Manager's Office, Finance	Near-Term	Staff Time, Regional Collaboration
RG-1b. Align the Persigo 201 Boundary and the UDB, in areas where - urban level densities may occur in the future; - the City plans for extension of services; and/or the area is currently served by another wastewater provider	Lead: Community Development Partners: Utilities	Near-Term	Staff Time, Regional Collaboration
RG-1c. Utilize Tiered Growth Map to prioritize annexations and as a tool for guiding proposed revisions to Persigo Agreement.	Lead: Community Development Partners: Utilities	Mid-Term	Staff Time
RG-1d. Maintain and continue to utilize the UDB surrounding Grand Junction.	Lead: Community Development Partners:	Ongoing	Staff Time, Regional Collaboration
RG-1e. (Highest Priority) Direct development to locations where it can be adequately served by existing public facilities and services.	Lead: Community Development Partners:	Ongoing	Staff Time
2. Encourage infill and redevelopment to leverage existing infrastructure.			
RG-2a. Explore other partnerships aimed at developing incentives for infill, redevelopment, and adaptive reuse of historic structures.	Lead: Community Development, City Manager's Office Partners:	Mid-Term	Staff Time
RG-2b. Evaluate incentives (e.g. TCP fee reductions) and establish new incentives as may needed to ensure alignment with urban intensification priorities.	Lead: Community Development Partners: City Manager's Office	Mid-Term	Staff Time
RG-2c. Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings.	Lead: Community Development Partners:	Ongoing	Staff Time, Outside Partners

3. Collaborate with regional entities and service providers on growth and infrastructure issues.			
RG-3a. Work with Mesa County to adopt the Land Use Map.	Lead: Community Development Partners:	Near-Term	Staff Time, Regional Collaboration
RG-3b. Evaluate current policy for undergrounding overhead utility lines and in-lieu payments.	Lead: Community Development Partners: Public Works	Near-Term	Staff Time
RG-3c. Maintain cooperative agreements and ‘community buffers’ that protect agricultural lands and explore opportunities for agricultural conservation easements where appropriate.	Lead: Community Development Partners:	Ongoing	Staff Time, Regional Collaboration
RG-3d. Ensure that District 51 school sites and designs are consistent with the Comprehensive Plan.	Lead: Community Development Partners: Public Works, Parks and Recreation	Ongoing	Staff Time, Regional Collaboration
RG-3e. Periodically work with institutions to update their master plans.	Lead: Community Development Partners: Public Works	Ongoing	Staff Time, Outside Partners
4. Maintain and build infrastructure that supports urban development.			
RG-4a. Develop a Water Reliability and Marketing Strategy to identify backup water supply and water treatment options and associated water rights needed to meet long-term demands.	Lead: Utilities Partners:	Near-Term	Staff Time, Enterprise Fund
RG-4b. Update the Wastewater Master Plan.	Lead: Utilities Partners:	Near-Term	Staff Time, Enterprise Fund
RG-4c. Complete a 5-year review of the Wastewater Rate Study.	Lead: Utilities Partners:	Near-Term	Staff Time, Enterprise Fund
RG-4d. Actively plan for future expansion of the Persigo Wastewater Treatment Plant.	Lead: Utilities Partners:	Mid-Term	Staff Time, Enterprise Fund
RG-4e. Evaluate the GJMC parking standards to ensure standards are based on best practices result in develop patterns that align with city intensification goals.	Lead: Community Development Partners: General Services, Public Works	Mid-Term	Staff Time, General Fund
RG-4f. Participate in identifying and implementing regional solutions to stormwater management and stormwater infrastructure needs.	Lead: Public Works Partners:	Long-Term	Staff Time, Regional Collaboration
RG-4g. (Highest Priority) Support the efficient and reliable management of water resources by:	Lead: Utilities Partners:	Ongoing	Staff Time, Enterprise Fund,

- maintaining cooperative service agreements with Clifton Water District; - maintaining absolute water rights and file, as needed, documentation to perfect conditional rights on the Colorado and Gunnison Rivers; - maintaining and replacing aging water infrastructure; and coordinating with Ute Water Conservancy District and Clifton Water District to ensure the sufficient water resources supply and infrastructure for the city's projected growth.			Regional Collaboration
5. Plan for and ensure fiscally responsible delivery of City services and infrastructure.			
RG-5a. Work with property owners to identify financing mechanisms to implement the North Avenue Corridor Master Plan.	Lead: Community Development, City Manager's Office, Public Works Partners: Finance	Mid-Term	Staff time, Capital Fund
RG-5b. Periodically review and update system of fees and development requirements that assesses the costs of public facilities and services.	Lead: City Manager's Office Partners: Finance, Community Development, Utilities, Public Works, Fire, Parks and Recreation	Long-Term	Staff Time, General Fund, Enterprise Fund
RG-5c. Update TCP rates to include the cost of constructing trail improvements associated with building the City's Active Transportation Network.	Lead: City Manager's Office Partners: Public Works	Mid-Term	Staff Time, General Fund
RG-5d. Utilize a reimbursement or credit mechanism to compensate developers, or the City, for oversizing public facilities such as transportation infrastructure.	Lead: Public Works, Community Development Partners: Finance, City Manager's Office	Ongoing	Staff Time, Capital Fund, Impact Fees
RG-5e. Evaluate and seek to obtain a mill levy shareback as part of a metropolitan district service plan and IGA.	Lead: City Manager's Office, Finance Partners: Community Development, Public Works	Ongoing	Staff Time
RG-5f. Utilizing alley improvement districts, prioritize and periodically improve alleyways.	Lead: Public Works Partners: Finance	Ongoing	Staff Time, Capital Fund
6. Support the development of neighborhood-centered commercial uses and mixed-use development.			
RG-6a. Review and update planned development requirements to simplify regulations and support the goals and policies of the Comprehensive Plan.	Lead: Community Development Partners:	Near-Term	Staff Time, General Fund, Grants

RG-6b. Identify areas to develop design guidelines and standards for neighborhood centers.	Lead: Community Development Partners:	Mid-Term	Staff Time
RG-6c. Ensure zoning changes align with the Land Use Map and Area-Specific Policies.	Lead: Community Development Partners:	Ongoing	Staff Time
7. Continue efforts in creating a community that provides a sense of arrival, attractive design, and well-maintained properties.			
RG-7a. Identify locations for, design, and implement gateway improvements into the city.	Lead: Public Works Partners: Visit GJ, Parks and Recreation, City Manager's Office	Near-Term	Staff Time, General Fund, Capital Fund
RG-7b. Provide educational resources to the public about caring for streets trees and information about the environmental, economic, and social benefits the tree canopy provides to property owners and the community.	Lead: Parks and Recreation Partners:	Near-Term	Staff Time, General Fund, Outside Partners
RG-7c. Develop basic design standards for key corridors to improve the overall cohesiveness and appeal.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund
RG-7d. Continue to implement cost-effective improvements to the streetscape, including functional improvements to hardscape and green infrastructure as well as artistic and design elements.	Lead: Public Works, Parks and Recreation Partners:	Ongoing	Staff Time, General Fund, Capital Fund
RG-7e. Identify center turn lanes that can be converted to landscaped medians and convert turn lanes as feasible.	Lead: Public Works Partners: Parks and Recreation	Ongoing	Staff Time, General Fund, Capital Fund
RG-7f. Prioritize the planting new public trees as a key element of streetscape green infrastructure and develop a systematic pruning rotation for all public trees.	Lead: Parks and Recreation Partners: Public Works, IT/Finance	Ongoing	Staff Time, General Fund
RG-7g. (Highest Priority) Work with private property owners to achieve ongoing compliance with required landscaping, weed, junk, or other City nuisance codes and ordinances.	Lead: Police Partners: Parks and Recreation, Community Development	Ongoing	Staff Time, General Fund, Capital Fund, First Responder Tax
Plan Principle 4: Downtown and University Districts			
Strategy	Department Responsibility	Timing	Resources
1. Cultivate energetic and livable greater downtown and University Districts that balance the needs of residents, students and visitors.			
DU-1a. Review the GJMC to ensure neighborhood-serving business such as grocers, pharmacies, childcare facilities, and other basic services are allowed uses in the Downtown and University Districts.	Lead: Community Development Partners:	Near-Term	Staff Time, General Fund

DU-1b. Promote adaptive reuse of historically significant properties.	Lead: Community Development Partners:	Mid-Term	Staff Time
DU-1c. Develop a subarea plan for the University District with key focus on the North Avenue, 7 th Street, and 12 th Street corridors.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund, Grants, Outside Partners
DU-1d. Review the existing Greater Downtown Transitional Overlay to ensure the overlay appropriately addresses the transitioning areas between Downtown and University Districts.	Lead: Community Development Partners:	Mid-Term	Staff Time
DU-1e. Work with Downtown Grand Junction to establish a Railroad Quiet Zone encompassing Downtown by upgrading railroad intersections along the 7 th Street and 9 th Street corridors.	Lead: Public Works Partners: Community Development	Mid-Term	Staff Time, General Fund, Outside Partners
DU-1f. Support a diverse mix of land uses that is tailored to support the vision and unique focus for the University District and for each of the three subdistricts that comprise the Downtown District.	Lead: Community Development Partners:	Ongoing	Staff Time
DU-1g. Support Downtown Grand Junction in efforts to implement their Plan of Development “Vibrant Together.”	Lead: City Manager’ Office Partners: Police, Public Works, Parks and Recreation, Community Development	Ongoing	Staff Time, General Fund, Capital Fund, Grants, Outside Partners
DU-1h. Fund new features and improvements, especially those that serve as destinations along the riverfront.	Lead: Parks and Recreation, Public Works Partners:	Ongoing	Staff Time, General Fund, Capital Fund, Impact Fees Grants
DU-1i. Encourage property owners in the riverfront areas to provide features that are complementary with the City’s riverfront parks.	Lead: Community Development Partners:	Ongoing	Staff Time
2. Strengthen multimodal connections in and between the districts.			
DU-2a. (Highest Priority) Work with CDOT to ensure I-70B through Lower Downtown is a multi-modal facility and provides for comfortable connectivity.	Lead: Public Works Partners: Community Development	Near-Term	Staff Time, Capital Fund, Regional Collaboration
DU-2b. Prioritize the conversion of 7 th Street, 9 th Street, 12 th Street, Grand Avenue, and I-70B through Downtown into complete streets.	Lead: Public Works Partners: Parks and Recreation, Community Development	Mid-Term	Staff Time, Capital Fund, Outside Partners

DU-2c. Support Downtown Grand Junction's study of the one-way to two-way conversion of 4 th and 5 th Streets. Convert, if feasible.	Lead: Public Works Partners: Community Development	Mid-Term	Staff Time, General Fund, Capital Fund, Outside Partners
DU-2d. Create a Downtown and University Districts-specific bicycle and pedestrian plan.	Lead: Community Development Partners: Public Works	Mid-Term	Staff Time, General Fund
DU-2e. Review the recommendations of the 2016 Downtown Parking Study regarding parking demand, location, timing, pricing and supply and update as may be needed. Continue to manage and improve upon the utilization of existing public parking facilities in downtown.	Lead: General Services Partners: Community Development	Mid-Term	Staff Time, Capital Fund, Outside Partners
DU-2f. Explore and promote design standards to activate alley and trail space(s).	Lead: Community Development Partners: Public Works	Long-Term	Staff Time
DU-2g. Incorporate wayfinding signage and other branded elements to create a sense of place and facilitate access to public amenities, parking, and transportation alternatives.	Lead: Public Works, Visit GJ Partners: Community Development	Long-Term	Staff Time, General Fund, Capital Fund, Outside Partners
DU-2h. Expand the use of shared roads (automobiles and bicycles) in Downtown.	Lead: Public Works Partners:	Ongoing	Staff Time, Capital Fund, Regional Collaboration
DU-2i. Replace, repair, and improve sidewalk infrastructure.	Lead: Public Works Partners:	Ongoing	Staff Time, Capital Fund
DU-2j. Prioritize traffic calming strategies in the Downtown and University Districts.	Lead: Public Works Partners:	Ongoing	Staff Time, Capital Fund, Outside Partners
3. Promote the continued reinvestment into the Downtown, Riverfront, Rail and University District's economy and built environment.			
DU-3a. Evaluate streetscape improvements to other areas of the Downtown and University Districts.	Lead: Public Works, Parks and Recreation Partners:	Long-Term	Staff Time, General Fund, Capital Fund
DU-3b. (Highest Priority) Work with property owners and partners to redevelop underutilized properties (including surface parking lots) through regulation, incentives, and use of other redevelopment tools.	Lead: Community Development, City Manager's Office Partners: Public Works, Utilities	Ongoing	Staff Time, General Fund
DU-3c. Proactively seek opportunities to collaborate with CMU and other partners on efforts to strengthen both physical and	Lead: City Manager's Office Partners: CMU, Public Works, Community Development	Ongoing	Staff Time, General Fund, Capital Fund, Outside Partners

symbolic linkages between the CMU campus and the Downtown Districts.			
Plan Principle 5: Strong Neighborhoods and Housing Choices			
Strategy	Department Responsibility	Timing	Resources
1. Promote more opportunities for housing choices that meet the needs of people of all ages, abilities and incomes.			
NH-1a. Explore opportunities associated with becoming an AARP Age-Friendly Community. Apply for this designation, if opportunities provide benefits to the community.	Lead: Community Development Partners: City Manager's Office, Public Works, Parks and Recreation	Near-Term	Staff Time, General Fund
NH-1b. Review the GJMC to allow for density increases in existing neighborhoods where context-sensitive design can be achieved by maintaining neighborhood character using tools such as design standards and guidelines.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund
NH-1c. Plan for, and encourage, new housing for students on and near campuses and in areas well-served by bike, pedestrian, and transit facilities.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund
NH-1d. Review the GJMC to ensure specialized housing needs are accommodated throughout the city.	Lead: Community Development Partners:	Long-Term	Staff Time, General Fund
NH-1e. Monitor and periodically update the Land Use Plan to ensure the city has an adequate supply of land designated for a wide variety of housing types well-matched to demand.	Lead: Community Development Partners:	Ongoing	Staff Time
2. Partner in developing housing strategies for the community.			
NH-2a. (Highest Priority) Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.	Lead: Community Development, City Manager's Office Partners:	Near-Term	Staff Time, General Fund, Grants, Outside Partners, Regional Collaboration
NH-2b. Continue to participate in the regional housing coalition.	Lead: Community Development Partners: City Manager's Office	Ongoing	Staff Time
NH-2c. (Highest Priority) Continue to collaborate with partner organizations on the implementation of efforts to make homelessness rare, short-lived, and nonrecurring. Address the	Lead: City Manager's Office	Ongoing	Staff Time, General Fund, Regional Collaboration

needs of the homeless in a way that minimizes impacts to public spaces and businesses.	Partners: Police, Parks and Recreation, Fire, Community Development		
3. Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.			
NH-3a. Review design standards and guidelines with the Greater Downtown Plan to ensure they encourage the preservation of the city's historic homes, mature trees, and neighborhoods.	Lead: Community Development Partners:	Mid-Term	Staff Time
NH-3b. Review and update adopted neighborhood and subarea plans.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund
NH-3c. Evaluate need for other neighborhood and/or subarea plans.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund
NH-3d. Work with property owners to consider establishing design standards/guidelines for properties within areas of concentrated historic resource.	Lead: Community Development Partners:	Long-Term	Staff Time, General Fund, Outside Support
4. Promote the integration of transportation mode choices into existing and new neighborhoods.			
NH-4a. Expand and improve upon the Fix-It request program.	Lead: Public Works Partners: IT/Finance, Police, Parks and Recreation	Near-Term	Staff Time, General Fund
NH-4b. Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as parks, trails and schools.	Lead: Community Development, Public Works Partners:	Ongoing	Staff Time, CDBG, Capital Fund, Grants
5. Foster the development of neighborhoods where people of all ages, incomes and backgrounds live together and share a feeling of community.			
NH-5a. Update neighborhood contacts and establish ongoing communication with those contacts.	Lead: Community Development, City Manager's Office Partners: Police	Near-Term	Staff Time
NH-5b. Evaluate the GJMC to ensure creative and innovative designs can be accommodated in zone districts, with focus on the ease and efficacy of use of the Planned Development and MX zone districts.	Lead: Community Development Partners:	Mid-Term	Staff Time, General Fund

NH-5c. Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors. Develop new programs as determined to be necessary and feasible.	Lead: Police, Community Development, Parks and Recreation, Fire Partners: City Manager's Office	Ongoing	Staff Time, General Fund
Plan Principle 6: Efficient and Connected Transportation			
Strategy	Department Responsibility	Timing	Resources
1. Continue to develop a safe, balanced and well-connected transportation system that enhances mobility for all modes.			
ET-1a. Maintain and periodically update the City's Circulation Plan.	Lead: Community Development Partners: Public Works	Mid-Term	Staff Time, General Fund
ET-1b. (Highest Priority) Develop and implement a city-wide Bicycle and Pedestrian Plan.	Lead: Community Development, Public Works Partners: Parks and Recreation	Mid-Term	Staff Time, General Fund, Regional Collaboration
ET-1c. Work with transportation providers to identify areas for the future development of a centralized transit hub facility(ies).	Lead: Community Development Partners: Public Works	Long-Term	Staff Time
ET-1d. Incrementally implement the Complete Streets Policy and monitor progress.	Lead: Public Works Partners: Community Development, Parks and Recreation	Ongoing	Staff Time, General Fund, Capital fund, Impact Fees
ET-1e. Collaborate with RTPD and Mesa County on the implementation of the 2045 Regional Transportation Plan.	Lead: Public Works Partners: Community Development	Ongoing	Staff Time, General Fund, Regional Collaboration
2. Actively manage transportation systems and infrastructure to improve reliability, efficiency and safety.			
ET-2a. Plan for and construct new street capacity utilizing approved 2B funds.	Lead: Public Works Partners: Parks and Recreation, Community Development	Mid-Term	Staff Time, Capital Fund, Impact Fees
ET-2b. Increase Pavement Condition Index from 69 to 73.	Lead: Public Works Partners:	Mid-Term	Staff Time, Capital Fund
ET-2c. Review and update Transportation Engineering Design Standards (TEDS) Manual.	Lead: Public Works, Community Development Partners:	Mid-Term	Staff Time, General Fund, Capital Fund
ET-2d. Review and update City street standards to ensure that roads are properly sized but not overbuilt.	Lead: Public Works, Community Development Partners: Community Development	Mid-Term	Staff Time

ET-2e. Continue to study—and seek funding for—an I-70 Interchange at 29 Road.	Lead: Public Works Partners:	Mid-Term	Staff Time, Regional Collaboration
ET-2f. Work towards a comprehensive road safety plan (e.g. Vision Zero) to eliminate all traffic fatalities and severe injuries.	Lead: Public Works Partners: Police	Long-Term	Staff Time, General Fund, Regional Collaboration
ET-2g. Continue to work with all relevant partners to implement a multi-jurisdictional traffic management system.	Lead: Public works Partners:	Ongoing	Staff Time, General Fund, Capital Fund
ET-2h. Create, implement, and support the development of Access Control Plans.	Lead: Public Works Partners: Community Development	Ongoing	Staff Time, General Fund, Capital Fund
ET-2i. Conduct routine enforcement of traffic laws and targeted speed enforcement especially at locations with high pedestrian and bicyclist volumes or a history of safety problems.	Lead: Police Partners: Public Works	Ongoing	Staff Time, Capital Fund
ET-2j. Continue to track traffic enforcement and safety data.	Lead: Public Works Partners: Police	Ongoing	Staff Time, General Fund
3. Facilitate the movement of people, goods and services throughout the region via truck, air and rail.			
ET-3a. Explore alternative routing for truck traffic utilizing I-70 Business Loop through Lower Downtown.	Lead: Public Works Partners: Community Development	Mid-Term	Staff Time, General Fund
ET-3b. Continue to support efforts in securing a Foreign Trade Zone.	Lead: City Manager's Office Partners: ED Partners	Mid-Term	Staff Time, General Fund
ET-3c. Monitor and plan for future changes to airport critical zones when the new runway is constructed.	Lead: Community Development Partners: IT/Finance	Long-Term	Staff Time
ET-3d. Collaborate with Grand Junction regional airport on periodic updates to their airport master plan.	Lead: Community Development Partners: Airport	Long-Term	Staff Time
ET-3e. Continue to enforce primary and secondary truck route designations and regulations as described in the GJMC.	Lead: Police Partners: Public Works	Ongoing	Staff Time
ET-3f. Continue to participate in the Airport Alliance's ongoing efforts to secure additional flights to major U.S. airport hubs.	Lead: Visit GJ Partners: City Manager's Office	Ongoing	Staff Time, Lodging Tax
4. Encourage the use of transit, bicycling, walking and other forms of transportation.			
ET-4a. Explore options for future Bus Rapid Transit corridors.	Lead: Public Works, GVT Partners: Community Development	Long-Term	Staff Time, General Fund

ET-4b. Support efforts by GVT to better serve and connect centers and other destinations in Grand Junction and surrounding areas, especially service to/from the Airport and Downtown	Lead: City Manager's Office Partners: Visit GJ	Ongoing	Staff Time, General Fund, Regional Collaboration
ET-4c. (Highest Priority) Improve the urban trail system on and connecting to Active Transportation Corridors focusing on utilizing existing corridors such as drainageways, canals, ditches, rivers, and roadways.	Lead: Public Works Partners: Community Development, Parks and Recreation	Ongoing	Staff Time, Capital Fund, Regional Collaboration
ET-4d. Implement wayfinding to help people navigate when biking or walking.	Lead: Community Development, Partners: Public Works	Ongoing	Staff Time, General Fund, Capital Fund, Grants
ET-4e. Cooperate with the Regional Transportation Planning Office to ensure that information related to public transit services, bicycling, and walking are widely available.	Lead: Community Development Partners: Public Works	Ongoing	Staff Time, General Fund
ET-4f. Maintain the Colorado Riverfront Trail as a no-fee trail system.	Lead: Parks and Recreation, Partners: City Manager's Office	Ongoing	Staff Time, General Fund
5. Anticipate and plan for the implications and opportunities associated with connected vehicles, autonomous vehicles (AVs), drones, mobility-as-a-service and electric vehicles (EVs).			
ET-5a. Prepare an Electric Vehicle (EV) plan.	Lead: Community Development Partners: Public Works	Mid-Term	Staff Time, Grants
ET-5b. Complete a study of where drones are allowed and make the information available to the public.	Lead: IT/Finance Partners: Community Development	Mid-Term	Staff Time
ET-5c. Monitor and track technological advances in transportation and align code and policy to implement best practices.	Lead: Public Works Partners: Community Development	Ongoing	Staff Time
Plan Principle 7: Great Places and Recreation Opportunities			
Strategy	Department Responsibility	Timing	Resources
1. Provide a safe and accessible network of parks, recreational amenities, open space and trails.			
GP-1c. Identify opportunities for preservation of open space, drainageways, and trails that provide connectivity throughout the city.	Lead: Parks and Recreation Partners: Community Development, Public Works	Mid-Term	Staff Time, Capital Fund, Grants

GP-1b. Pursue and prioritize the acquisition and development of the remaining sections of the Colorado Riverfront Trail.	Lead: Parks and Recreation, Public Works Partners: Community Development	Mid-Term	Staff Time, Capital fund, Grants, Regional Collaboration
GP-1c. Maintain or renovate parks and publicly owned spaces to ensure that these spaces are activated and used in ways that provide meaningful service to the surrounding neighborhoods.	Lead: Parks and Recreation Partners: Community Development, Public Works	Mid-Term	Staff Time, Capital Fund, Grants
GP-1d. Evaluate, monitor and construct parks and recreation facilities to achieve targeted level of service as provided in the Parks, Recreation and Open Space Master Plan.	Lead: Parks and Recreation Partners: Community Development, Private Development	Ongoing	Staff Time, Capital Fund, Impact Fees, Grants
GP-1e. Ensure that large subdivisions dedicate and construct new neighborhood parks and/or public spaces.	Lead: Community Development Partners: Parks and Recreation, Private Development	Ongoing	Staff Time, Capital Fund, Impact Fees, Outside Partners
2. Ensure parks, recreational and open space facilities meet community needs and equity of location.			
GP-2a. Adopt an updated Parks, Recreation, and Open Space Master Plan.	Lead: Parks and Recreation Partners:	Near-Term	Staff Time, Capital Fund, Grants
GP-2b. Identify and prioritize parks and open space opportunities in areas that are currently underserved.	Lead: Parks and Recreation Partners: Community Development	Near-Term	Staff Time, Capital Fund
GP-2c. (Highest Priority) Continue to explore long term, dedicated funding strategies such as retail sales and processing of marijuana, and/or a tax on vaping, tobacco and smokeless tobacco, among others, for parks facilities including regional sports facilities, field houses, indoor facilities, and a community center.	Lead: Parks and Recreation Partners: Community Development	Near-Term	Staff Time, Capital Fund
GP-2d. Implement the adopted Lincoln Park Stadium Master Plan.	Lead: Parks and Recreation Partners: General Services	Near-Term	Staff Time, Capital Fund, Outside Partners
GP-2e. (Highest Priority) Pursue the construction of a multi-purpose Community Center as described in the Parks, Recreation and Open Space Master Plan.	Lead: Parks and Recreation Partners:	Near-Term	Staff Time, Capital Fund, Dedicated Tax, Grants, Outside Partners
GP-2f. Periodically review current programs and offerings to ensure they continue to meet needs of residents as the population and preference change over time.	Lead: Parks and Recreation Partners: Visit GJ	Near-Term	Staff Time

GP-2g. Work with partners to identify key properties for future acquisition and conservation that meet multiple natural resource protection and recreation goals in adopted plans.	Lead: Parks and Recreation Partners: Community Development, Public Works, Outside Organizations	Near-Term	Staff Time, Capital Fund, Grants
3. Foster opportunities to bring people together by developing great public spaces.			
GP-3a. Continue to redevelop the city's riverfront utilizing both private and public investment.	Lead: Parks and Recreation Partners: Public Works, City Manager's Office, Dos Rios GID, ED Partners	Near-Term	Staff Time, Capital Fund
GP-3b. Identify tools to promote safety in public spaces.	Lead: Parks and Recreation Partners: Police, Public Works	Near-Term	Staff Time, General Fund
GP-3c. (Highest Priority) Continue to build new or expanded recreational activities/amenities along the riverfront, including expansion of the River Park and improvements to the Western Colorado Botanical Gardens.	Lead: Parks and Recreation Partners: Public Works	Mid-Term	Staff Time, General Fund, Capital Fund, Impact Fees, Grants
4. Support a lively arts and culture community.			
GP-4a. Support the implementation of, and periodic updates to, the City's Strategic Cultural Plan and other Arts and Culture Commission planning efforts.	Lead: Parks and Recreation Partners: Visit GJ	Near-Term	Staff Time, General Fund, Outside Partners
GP-4b. Continue to monitor and promote awareness of the economic impact of the arts within the city in partnership with arts and culture organizations.	Lead: Parks and Recreation Partners: Visit GJ	Near-Term	Staff Time, General Fund, Grants
GP-4c. Identify and fund improvements needed to ensure the city's cultural facilities are meeting the needs of today's culture and entertainment demands/trends.	Lead: General Services Partners: Parks and Recreation	Long-Term	Staff Time, Capital Fund, Grants, Outside Partners
GP-4d. Continue Art in Public Places and the Public Art Fund that dedicates 1 percent of a capital project's budget to public art when projects are \$100,000 or greater.	Lead: Public Works Partners: Parks and Recreation,	Ongoing	Staff Time, Public Art Fund, Capital Fund
5. Maintain access to public lands at the urban/rural interface.			
GP-5a. Evaluate existing trail networks and plan for new trails and ongoing maintenance of the network.	Lead: Parks and Recreation Partners: Public Works, Community Development	Near-Term	Staff Time, General Fund

GP-5b. Develop strong partnerships between the City and other agencies, non-profits, and jurisdictions that support, maintain and expand recreation opportunities in the Grand Junction area.	Lead: Parks and Recreation Partners: Visit GJ,	Near-Term	Staff Time, Regional Collaboration
GP-5c. Review the GJMC to ensure that it provides sufficient flexibility to encourage design innovations that provide open space and protect sensitive environmental resources, scenic vistas, and cultural resources.	Lead: Community Development Partners: Parks and Recreation	Mid-Term	Staff Time, General Fund
Plan Principle 8: Resource Stewardship			
Strategy	Department Responsibility	Timing	Resources
1. Promote water conservation and protect water quality.			
RS-1a. Evaluate and revise the GJMC to establish requirements and incentives that encourage efficient water usage and encourage healthy, climate-appropriate landscaping.	Lead: Community Development Partners: Parks and Recreation	Mid-Term	Staff Time
RS-1b. Evaluate and implement systems for use of reclaimed water from the wastewater treatment plant.	Lead: Utilities Partners:	Mid-Term	Staff Time, Enterprise Funds
RS-1c. Create easily accessible online information to enable residents to make water-wise decisions in landscaping and domestic water use.	Lead: Parks and Recreation Partners: Community Development	Long-Term	Staff Time, General Fund
RS-1d. Continue active participation in the Drought Response Information Project (DRIP).	Lead: Utilities Partners:	Ongoing	Staff Time, Enterprise Fund, Regional Collaboration
RS-1e. Cooperate with District 51 and other educational partners to ensure water conservation education for youth.	Lead: Utilities Partners:	Ongoing	Staff Time, Regional Collaboration
RS-1f. Continue to require connection to public sanitary sewer systems and avoid the creation or replacement of septic systems.	Lead: Utilities Partners: Community Development	Ongoing	Staff Time,
RS-1g. Utilizing sewer improvement districts, expand sewer improvement districts prioritizing areas that will eliminate septic systems within the sewer service boundary.	Lead: Utilities Partners:	Ongoing	Staff Time, Enterprise Fund

RS-1h. Continue leadership role and active seeding operations related to the Grand Mesa Cloud Seeding Program.	Lead: Utilities Partners: Water Districts/Associations	Ongoing	Staff Time, Enterprise Funds
RS-1i. Collaborate with Valley-wide water providers to periodically update Regional Water Conservation Plan. Seek participation by planning departments to ensure new development incorporates waterwise strategies.	Lead: Utilities Partners: Community Development	Ongoing	Staff Time, Outside Partners
2. Promote the use of sustainable development and waste reduction practices.			
RS-2a. Optimize existing hydropower with hydraulic improvements on water supply line.	Lead: Utilities Partners:	Near-Term	Staff Time, Enterprise Fund
RS-2b. Evaluate options to offer all City residents single-stream curbside recycling and compost.	Lead: General Services Partners:	Mid-Term	Staff Time
RS-2c. Update the City's Stormwater Management Manual and implement the Manual along with applicable FEMA regulations and other best practices to minimize stormwater impacts on property and infrastructure.	Lead: Community Development Partners: Public Works	Mid-Term	Staff Time, General Fund
RS-2d. Develop sustainable ranch management program for Hallenbeck, Click Ranch, and other City-owned ranch properties.	Lead: Utilities Partners:	Mid-Term	Staff Time, Enterprise Fund
RS-2e. Develop sustainable biosolids management plan that adopts beneficial reuse of biosolids and eliminates landfill disposal.	Lead: Utilities Partners:	Mid-Term	Staff Time, Enterprise Fund
RS-2f. Promote programs and explore incentivizing development projects that maximize energy and water efficiency in the construction of new buildings and the adaptive reuse of existing buildings.	Lead: Community Development Partners: Utilities	Long-Term	Staff Time, General Fund
RS-2g. Increase efforts within the City organization to reduce waste and increase reuse, repurposing, and recycling.	Lead: General Services Partners: All Departments	Ongoing	Staff Time, General Fund
3. Refocus conservation and sustainability efforts to achieve improved public and environmental health.			
RS-3a. Implement the criteria necessary to achieve a Green Fleet certification.	Lead: General Services Partners:	Near-Term	Staff Time
RS-3b. (Highest Priority) Develop and begin to implement a comprehensive sustainability plan that addresses, among other topics, climate change.	Lead: Community Development Partners: All Departments	Mid-Term	Staff Time, General Fund, Grants

RS-3c. Evaluate revisions to the GJMC requiring EV charging facilities for large multifamily and office construction and the desire to require the wiring of all new single-family residences for electric vehicle chargers.	Lead: Community Development Partners:	Long-Term	Staff Time
RS-3d. Continue to invest in, and subscribe to, solar farms for large-scale solar supply to the local grid.	Lead: General Services Partners:	Ongoing	Staff Time
RS-3e. Implement Energy Manger software and create process to achieve higher energy efficiency.	Lead: General Services Partners:	Ongoing	Staff Time, Capital Fund, Grants
RS-3f. Participate in implementing policies and supporting efforts to reduce air pollution from point sources as well as non-point sources.	Lead: Community Development Partners: Public Works	Ongoing	Staff Time
RS-3g. Evaluate opportunities for expansion of biogas capture and expansion of bioCNG fleet fueling by Persigo Wastewater Treatment.	Lead: Utilities, General Services Partners:	Ongoing	Staff Time, Enterprise Fund, Grants
4. Preserve unique assets, such as scenic, riparian, recreation areas, and wildlife habitat.			
RS-4a. Participate in the development of a valley-wide plan for the stewardship and utilization of the Colorado River corridor.	Lead: Parks and Recreation, Community Development, Public Works, Utilities Partners:	Mid-Term	Staff Time, General Fund, Regional Collaboration
RS-4b. Review policies to ensure they adequately address protection and conservation of significant wildlife habitats, slopes, drainageway environments, prominent ridgelines, mature trees, and other natural and scenic resources for purposes of safety, wildlife survival, recreation, environmental services, and aesthetics.	Lead: Community Development, Partners: Public Works, Parks and Recreation	Long-Term	Staff Time, General Fund, Grants
RS-4c. Review lighting standards and consider revisions to limit light pollution and continue to enforce best practices in lighting.	Lead: Community Development Partners: Public Works	Long-Term	Staff Time, General Fund
RS-4d. Identify opportunities to accept dedication and/or acquisition of major drainageways.	Lead: Public Works, Community Development Partners: Parks and Recreation	Ongoing	Staff Time, General Fund, Capital Fund, Grants

5. Manage the City's Urban Forest and Water-Wise Landscaping within the city.			
RS-5a. Revise a list of approved public street trees as required by the GJMC and ensure public and private development adheres to the list.	Lead: Parks and Recreation Partners: Community Development	Near-Term	Staff Time
RS-5b. Develop an Urban Forestry Master Plan.	Lead: Parks and Recreation Partners:	Ongoing	Staff Time, General Fund
RS-5c. Establish criteria in the GJMC for the identification of significant trees and preservation thereof. Establish mechanisms for the replacement of established trees in instances where retention is not feasible due to location, site constraints, or other factors.	Lead: Parks and Recreation Partners: Community Development	Ongoing	Staff Time
RS-5d. Ensure City projects coordinate plantings and tree protection to ensure a diverse and healthy urban forest.	Lead: Parks and Recreation Partners: Public Works, General Services	Ongoing	Staff Time, General Fund
RS-5e. Establish a moratorium on new plantings of Ash trees susceptible to Emerald Ash Borer and develop an approved tree planting list to be used as a guide for growing a healthy and diverse community forest.	Lead: Parks and Recreation Partners:	Ongoing	Staff Time
Plan Principle 9: Education			
Strategy	Department Responsibility	Timing	Resources
1. Support a high-quality and accessible education system for the community.			
ED-1a. Support District 51, CMU, WCCC, and other educational institutions as they work to advance their missions.	Lead: City Council, City Manager's Office Partners: ED Partners	Ongoing	Staff Time, Regional Collaboration
ED-1b. Strategically partner in funding the growth of educational institutions that provide opportunities for learning in key sectors of the economy.	Lead: City Manager's Office Partners: ED Partners	Ongoing	General Fund, Capital Fund
ED-1c. Work with learning institutions to identify, prioritize, and construct safe walking and biking routes to their facilities.	Lead: Public Works Partners: Community Development	Ongoing	Staff Time, Capital Fund

2. Support District 51 in ensuring adequate facilities and infrastructure for the community.			
ED-2a. Encourage District 51 to review their in-lieu fees for land dedication required to be paid by new development paying a proportionate share in the cost of new school land.	Lead: Community Development Partners:	Mid-Term	Staff Time
ED-2b. Evaluate facility use agreements with District 51, including related intergovernmental agreements, to ensure equal share of cost and benefit for the use and maintenance of facilities used by the other.	Lead: Parks and Recreation Partners: City Manager's Office	Mid-Term	Staff Time
3. Support community-based education, especially Mesa County Libraries, in ensuring adequate facilities and infrastructure for City residents, as well as knowledge of available services.			
ED-3a. Engage with Mesa County Libraries in the planning for facility expansions, improvements, and new facility locations within the city, including the Central Library.	Lead: Community Development, Partners: Public Works, Parks and Recreation	Mid-Term	Staff Time
ED-2b. Coordinate with District 51 to evaluate the impact on school enrollments and capacity when reviewing project and development proposals that could increase school enrollments.	Lead: Community Development Partners:	Ongoing	Staff Time
Plan Principle 10: Safe, Healthy and Inclusive Community			
Strategy	Department Responsibility	Timing	Resources
1. Provide Excellence in Public Safety and Emergency Response.			
SC-1a. Identify and negotiate for the purchase of property for a Fire Stations in northwest and southwest Grand Junction at locations that will allow for adequate response and drive times.	Lead: Fire Partners: IT/Finance	Near-Term	Staff Time, General Fund, Capital Fund, First Responder Tax, Grants
SC-1b. Pursue and achieve accreditation of the Fire Department.	Lead: Fire Partners:	Near-Term	Staff Time, General Fund
SC-1c. Establish a comprehensive EMS plan that evaluates the EMS delivery system and peak-time ambulance service to achieve targeted levels of service.	Lead: Fire Partners: IT/Finance	Near-Term	Staff Time, General Fund, First Responder Tax
SC-1d. Continue to work with surrounding Fire Districts and Departments to evaluate mutual aid agreements and consolidation of service opportunities.	Lead: Fire Partners:	Near-Term	Staff Time, Regional Collaboration

SC-1e. Evaluate feasibility of consolidating or providing service to Central Orchard Mesa Fire Protection District.	Lead: Fire Partners:	Near-Term	Staff Time, Regional Collaboration
SC-1f. Research, review, and update the public safety technology plan.	Lead: Police Partners: IT/Finance	Near-Term	Staff Time
SC-1g. Enhance the intelligence unit with equipment, software, and personnel.	Lead: Police Partners: Human Resources, IT/Finance	Near-Term	Staff Time, General Fund, First Responder Tax
SC-1h. Deploy a traffic unit to increase safety of the traveling public.	Lead: Police Partners:	Near-Term	Staff Time, First Responder Tax
SC-1i. Develop a comprehensive recruitment plan that helps streamline hiring of public safety personnel.	Lead: Police, Fire Partners: Human Resources	Near-Term	Staff Time
SC-1j. Evaluate and implement intelligence-led policing initiatives.	Lead: Police Partners:	Mid-Term	Staff Time, First Responder Tax
SC-1k. (Highest Priority) Construct critical infrastructure including Fire Station No. 3, Fire Station No. 7, Fire Station No. 8, and additional administrative and evidence storage facilities for Police.	Lead: Police, Fire Partners: General Services, Public Works	Mid-Term	Staff Time, Capital Fund, First Responder Tax
SC-1l. Create and distribute a multi-agency survey of Mesa County public safety agencies regarding interagency working relationships.	Lead: Fire, Police Partners:	Mid-Term	Staff Time, Regional Collaboration
SC-1m. Support ongoing training of all public safety staff, including training on diversity, racial equality and biases.	Lead: Fire, Police Partners: Human Resources	Ongoing	Staff Time, General Fund, First Responder Tax
SC-1n. Evaluate and implement new technologies that allow safety and emergency providers to improve the efficiency of delivery or quality of safety or emergency services.	Lead: Police, Fire Partners: IT/Finance	Ongoing	Staff Time
SC-1o. Identify opportunities for increased community risk reduction efforts.	Lead: Police, Fire Partners:	Ongoing	Staff Time
SC-1p. Encourage proactive involvement of the community in safety and emergency preparedness matters, including	Lead: Police, Fire Partners:	Ongoing	Staff Time, General Fund, Outside Partners

cooperation with public safety personnel, neighborhood watches, Crimestoppers, and other grassroots efforts.			
SC-1q. Foster partnerships with the District 51, Colorado Mesa University, community groups, and other safety providers to establish coordinated approaches to enhancing community safety.	Lead: Police, Fire Partners:	Ongoing	Staff Time
SC-1r. Evaluate, monitor and adjust service delivery for Police to achieve targeted levels of service.	Lead: Police Partners: IT/Finance	Ongoing	Staff Time, General Fund, First Responder Tax
2. Promote Health and Wellness Through Access to Services.			
SC-2a. (Highest Priority) Actively participate with community partners in the Childcare 8,000 initiative.	Lead: City Manager's Office Partners: Human Resources, Parks and Recreation	Ongoing	Staff Time, General Fund, Regional Collaboration
SC-2b. As opportunity may arise, participate in discussions with regional partners regarding barriers to affordable healthcare access in the community.	Lead: City Manager's Office Partners:	Ongoing	Staff Time
SC-2c. Participate in opportunities to assist in addressing issues such as homelessness, suicide rate, mental health disparities, and the opioid crisis.	Lead: City Manager's Office Partners: Police, Fire, Community Development,	Ongoing	Staff Time, General Fund, Regional Collaboration
SC-2d. (Highest Priority) Continue to dedicate resources to co-responding and CARES program and research new models to continue to enhance those efforts.	Lead: Police Fire Partners: HR	Ongoing	Staff Time, General Fund, First Responder Tax
SC-2e. Support Mesa County in their efforts to measure, monitor, and report changes in needs, outcomes, or efficacy of programs and services, as identified in the Mesa County Community Health Needs Assessment.	Lead: City Managers' Office Partners: Parks and Recreation, Public Works, Community Development, Police, Fire, Utilities	Ongoing	Staff Time
3. Foster a culture of inclusivity, embracing and respecting the diversity of Grand Junction's Residents.			
SC-3a. Support events, programs, and other activities that recognize and celebrate the cultural diversity of all residents.	Lead: All Departments Partners:	Ongoing	Staff Time, General Fund
SC-3b. Promote respect and appreciation for the diversity of abilities, ages, cultures, economic statuses, gender identities, national origins, races, religions, and sexual orientations within the community.	Lead: City Council Partners: All Departments	Ongoing	Staff Time, General Fund

4. Promote a safe and more resilient community.			
SC-4a. Develop an educational program about fire risk in areas with urban-wildland interfaces.	Lead: Fire Partners:	Near-Term	Staff Time, General Fund
SC-4b. Develop City-wide Continuity of Operations plan.	Lead: Fire, City Manager's Office Partners: All Departments	Near-Term	Staff Time
SC-4c. Develop strategies and implement systems to address vulnerabilities in the City's cyber system and train staff on cyberattack prevention, response, and recovery.	Lead: Finance/IT Partners: All Departments	Near-Term, Ongoing	Staff Time, General Fund
SC-4d. Develop program(s) for replacing lead service lines.	Lead: Utilities Partners:	Mid-Term	Staff Time, Enterprise Funds, Grants
SC-4e. Adopt updated flood mapping in coordination with FEMA to reflect changes to the City's flood hazard boundaries over time.	Lead: Public Works Partners: Community Development	Mid-Term	Staff Time
SC-4f. Implement relevant elements of the Multi-Jurisdictional Hazard Mitigation Plan and participate in the 5-year update of the plan.	Lead: Fire Partners:	Long-Term	Staff Time, General Fund, Regional Collaboration
SC-4g. Review policies to ensure they properly address and mitigate development located on geologically hazardous properties such as on unstable soils or steep(er) slopes.	Lead: Community Development Partners: Public Works	Long-Term	Staff Time
Plan Principle 11: Effective and Transparent Government			
Strategy	Department Responsibility	Timing	Resources
1. Align day-to-day decision-making and budgeting with the implementation of the Comprehensive Plan.			
EG-1a. (Highest Priority) Align the City Council Strategic Plan with the Comprehensive Plan.	Lead: City Council Partners: City Manager's Office	Near-Term	Staff Time
EG-1b. Align the Capital Improvement Plan with the Comprehensive Plan.	Lead: Finance, City Manager's Office Partners: All Departments	Near-Term	Staff Time
EG-1c. Align the annual City budget with the Comprehensive Plan.	Lead: Finance, City Manager's Office Partners: All Departments	Near-Term	Staff Time

EG-1d. Provide ongoing monitoring and periodic reporting—of progress made toward the implementation of the City’s Strategic Plan and thereby the City’s Comprehensive Plan.	Lead: City Manager’s Office Partners: All Departments	Near-Term	Staff Time
EG-1e. (Highest Priority) Review the GJMC and effect any necessary revisions to it to ensure that its provisions are consistent with the Comprehensive Plan.	Lead: City Manager’s Office Partners: All Departments	Ongoing	Staff Time, General Fund
2. Provide opportunities for meaningful and inclusive community involvement.			
EG-2a. (Highest Priority) Create a City Communications Plan.	Lead: City Manager’s Office Partners: All Departments	Near-Term	Staff Time, General Fund
EG-2b. Produce quarterly financial reporting.	Lead: Finance Partners:	Near-Term	Staff Time
EG-2c. Dedicate staff to focus on engagement and outreach in the community.	Lead: City Manager’s Office, Police, Fire, Community Development Partners: All Departments	Near-Term	Staff Time, General Fund
EG-2d. Update the City’s website to provide easier access to information.	Lead: IT/Finance Partners: All Departments	Near-Term	Staff Time, General Fund
EG-2e. Evaluate and invest in emergent or contemporary public engagement platforms.	Lead: City Manager’s Office Partners: Community Development, Police, Fire, IT/Finance, Parks and Recreation	Mid-Term	Staff Time, General Fund
EG-2f. Expand online access to public records.	Lead: City Clerk’s Office Partners: All Departments	Ongoing	Staff Time, General Fund
EG-2g. Create a range of accurately translated and regularly updated City resources and publications for residents who have limited English proficiency.	Lead: City Manager’s Office Partners: All Departments	Ongoing	Staff Time, General Fund
EG-2h. Develop and utilize interpretation services at all major public forums.	Lead: City Manager’s Office Partners: All Departments	Ongoing	Staff Time, General Fund
3. Continually seek opportunities to increase the efficiency of City facilities and the effectiveness of government programs and City services.			
EG-3a. Every two years conduct a statistically valid community survey to evaluate current levels of service and identify potential gaps in services or facility needs.	Lead: City Manager’s Office Partners: All Departments	Near-Term	Staff Time, General Fund
EG-3b. Update the Source of Sales Tax Study to determine the sources of sales tax revenue for the City.	Lead: Finance Partners:	Near-Term	Staff Time, General Fund

EG-3c. Hire and retain high-quality talent and continuously provide opportunities to develop the capabilities and capacity of City employees to provide excellence in service.	Lead: Human Resources Partners: All Departments	Near-Term	Staff Time, General Fund
EG-3d. Implement the Equal Work, Equal Pay Act.	Lead: Human Resources Partners: All Departments	Near-Term	Staff Time
EG-3e. Review City Employee policies to ensure inclusivity and respect for all employees regardless of protected class.	Lead: Human Resources Partners: All Departments	Near-Term	Staff Time, General Fund
EG-3f. Conduct a salary survey for positions to attract and retain talent and remain competitive in the marketplace.	Lead: Human Resources Partners: All Departments	Near-Term	Staff Time, General Fund
EG-3g. Review the breadth of City processes to ensure that inequities are reduced or eliminate to the greatest extent possible.	Lead: Human Resources Partners: All Departments	Near-Term	Staff Time, General Fund
EG-3h. Develop a master plan for fleet services building expansion.	Lead: General Services Partners: Public Works, Utilities, Parks and Recreation	Near-Term	Staff Time, General Fund
EG-3i. Explore opportunities for new/emerging tax bases including internet and service industries to meet resident requests for expansion of services.	Lead: Finance, City Manager's Office Partners:	Long-Term	Staff Time
EG-3j. Continuously evaluate existing practices and systems in City departments for opportunities to improve outcomes and provide excellent, equitable service to the public.	Lead: All Departments	Ongoing	Staff Time
EG-3k. Continue to offer the wellness clinic to help drive healthcare costs down for the city organization.	Lead: Human Resources Partners: All Departments	Ongoing	Staff Time, General Fund
EG-3l. Continue to participate in the Colorado Smart Cities Alliance and identify opportunities for innovation in providing City services utilizing digital and other technologies.	Lead: IT/Finance Partners: All Departments	Ongoing	Staff Time, General Fund
EG-3m. Leverage underutilized City facilities and real estate assets to provide community benefits such as childcare, supportive housing, and economic development.	Lead: City Manager's Office Partners: Community Development, General Services, GJEP	Ongoing	Staff Time, General Fund, Capital Fund
EG-3n. Maintain focus on improving access to City facilities, for use by individuals with physical or other disabilities through universal design.	Lead: General Services, IT/Finance Partners: Public Works, Parks and Recreation	Ongoing	Staff Time, General Fund, Capital Fund

4. Collaborate with local, regional, and state partners on issues of mutual significance.			
EG-4a. Track, engage, and advocate for legislation that is consistent with the City's identified goals.	Lead: City Manager's Office Partners: All Departments	Ongoing	Staff Time
5. Develop and support leadership that reflects the diversity of the community.			
EG-5a. Evaluate approach to filling citizen boards and commissions and identify means for recruiting diverse representation.	Lead: City Clerk's Office Partners: All Departments with Volunteer Boards/Commissions	Ongoing	Staff Time
EG-5b. Continue to offer volunteer opportunities within the City organization.	Lead: Human Resources Partners: All departments	Ongoing	Staff Time
EG-5c. Pursue partnerships and opportunities to collaborate with community groups and organizations to support diversity and equality.	Lead: City Council, City Manager's Office Partners: All departments	Ongoing	Staff Time, Regional Collaboration

UTC Priorities - Gap Analysis

Responses to comparison of Draft Implementation Matrix and UTC's Program and Policy Priorities.

ET-1c. Work with GVT and other transportation providers to enhance existing transit facilities or identify new areas for the future development of a centralized transit hub facility(ies).

ET-4a. Explore options for future Enhanced Transit or Bus Rapid Transit corridors.
(this is because the 2045 RTP talks about enhanced transit corridors instead of BRT, the thought is in the same direction)

ET-4b. Support efforts by GVT to better serve and connect centers and other destinations in Grand Junction and surrounding areas, especially service to/from the Airport and Downtown, and along North Ave.
(Airport-Downtown and along North Ave are the most likely areas that GVT will increase service in the future).

NH-4c. Explore incentives for transit supportive development along transit corridors.
(I would suggest adding this. Transit service can decrease the need for conventional development requirements that detract from vibrant urban environments. For example, off-street parking requirements may be lower if the site is well served by transit. This can be used to incentivize development)

ET-2c. Review and update Transportation Engineering Design Standards (TEDS) Manual and improve multimodal development standards.

I would like to express the level of excitement I have reading this document. It is wonderful to see where the City will be focusing its energy and I have high praise for the detail and care given to its creation. We have a promising future with this to guide us. Thank you!

Comments on the Implementation Matrix:

DU-2b. Prioritize the conversion of 7th Street, 9th Street, 12th Street, Grand Avenue, and I-70B through Downtown into complete streets.

The poor multimodal access from the north of Downtown via 3rd and 5th Streets is of concern. As the 4th and 5th two way study is discussed in the next item, is a mention of making a complete street in this area appropriate?

DU-2c. Support Downtown Grand Junction's study of the one-way to two-way conversion of 4th and 5th Streets. Convert, if feasible.

Perhaps the last sentence can read "Convert to complete streets if feasible"?

NH-4b. Prioritize walking and bicycling infrastructure improvements needed to complete gaps or "missing links" between existing neighborhoods and other community destinations such as parks, trails and schools.

Can we also include destinations such as, grocery stores, libraries, places of employment and other frequently used services?

NH-5c. Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors. Develop new programs as determined to be necessary and feasible.

Neighborhood gathering spaces such as plazas in neighborhood parks? Perhaps this is a parallel proposal in the realm of Parks and Public works?

ET-1c. Work with transportation providers to identify areas for the future development of a centralized transit hub facility(ies).

Strengthen multimodal access to existing transit hubs.

In the UTC's letter we mention the following items which are missing in the Implementation Matrix:

Neighborhood Services and Multimodal Needs – Develop a policy position relating the provision of accessible neighborhood services, such as grocery stores, to the viability of multimodal transportation.

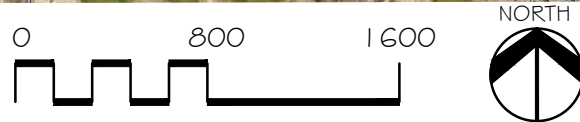
I would like to see a mention of identifying and addressing “food deserts” in the city. Not having a neighborhood grocery store has a profound impact.

Multimodal Awareness Education – Encourage education and outreach efforts in collaboration with the Parks and Recreation Department, School District 51, Colorado Mesa University, and the Grand Junction Police Department to promote bike/pedestrian safety and education. Examples could include developing and implementing an education program for cyclists from youth through adults.

I don't believe I saw any mention of multimodal education.



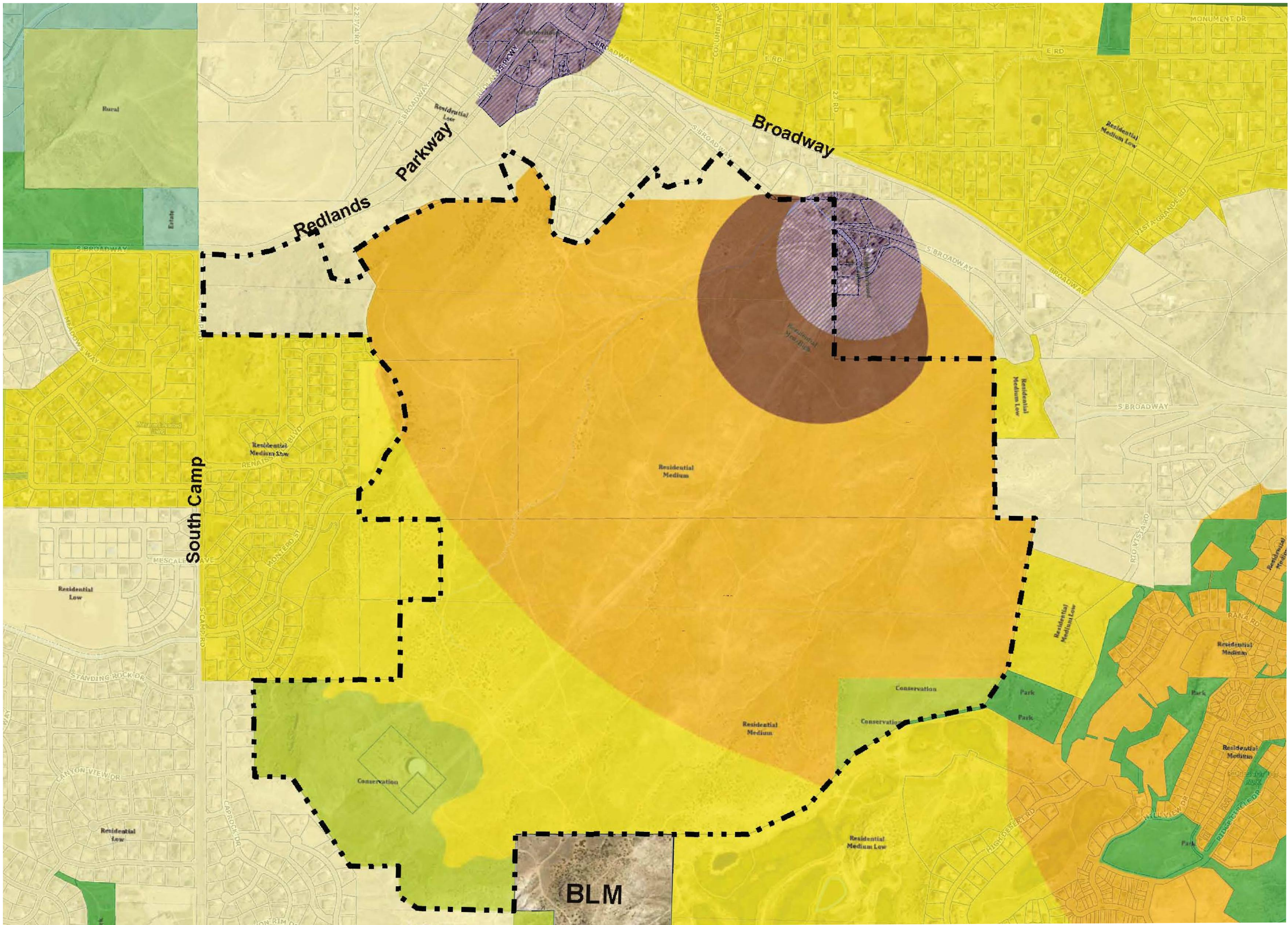
Redlands 360
Exhibit 1: Existing Site Area



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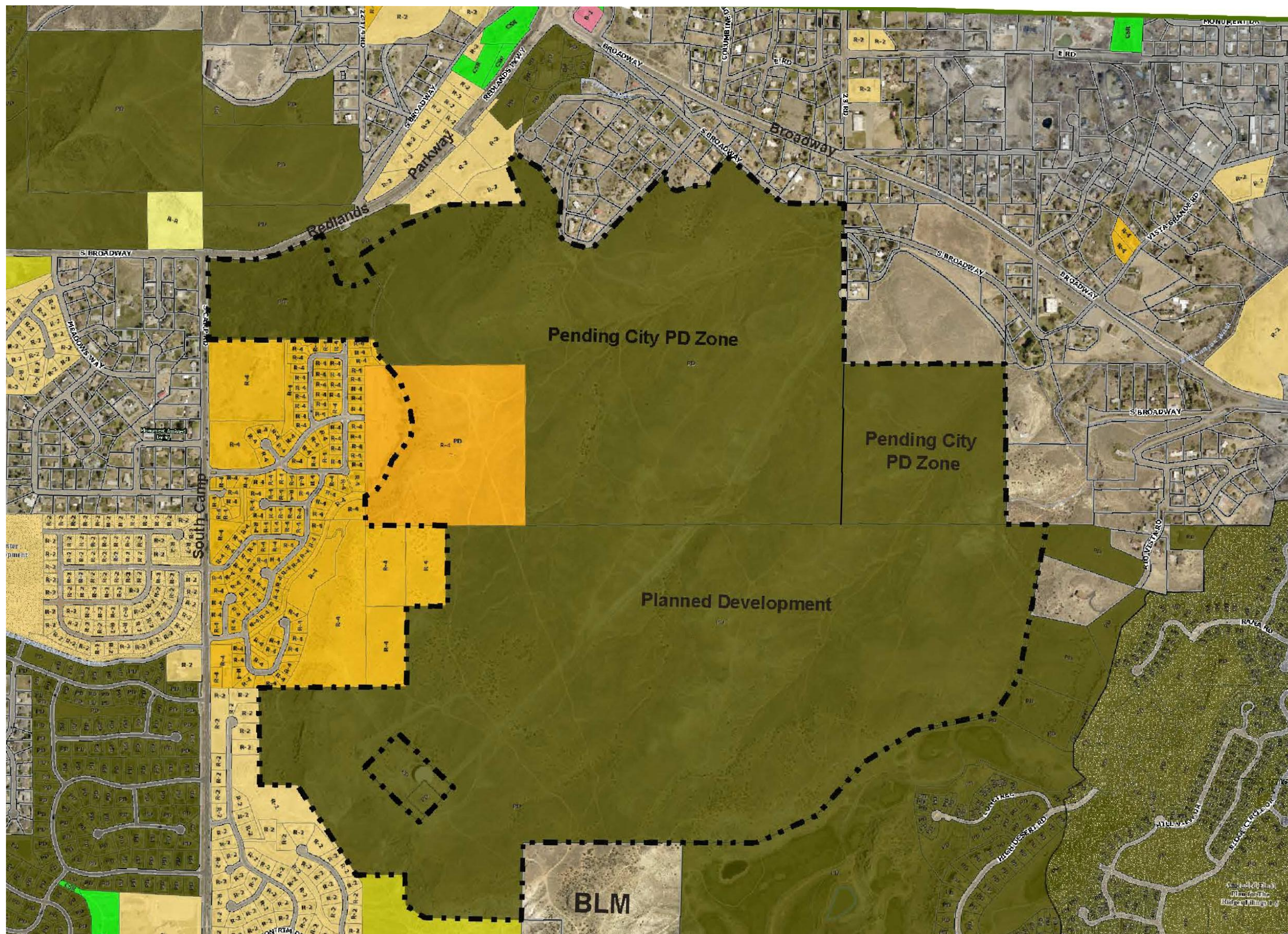
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Redlands 360
Exhibit 2: City of Grand Junction Current Future Land Use



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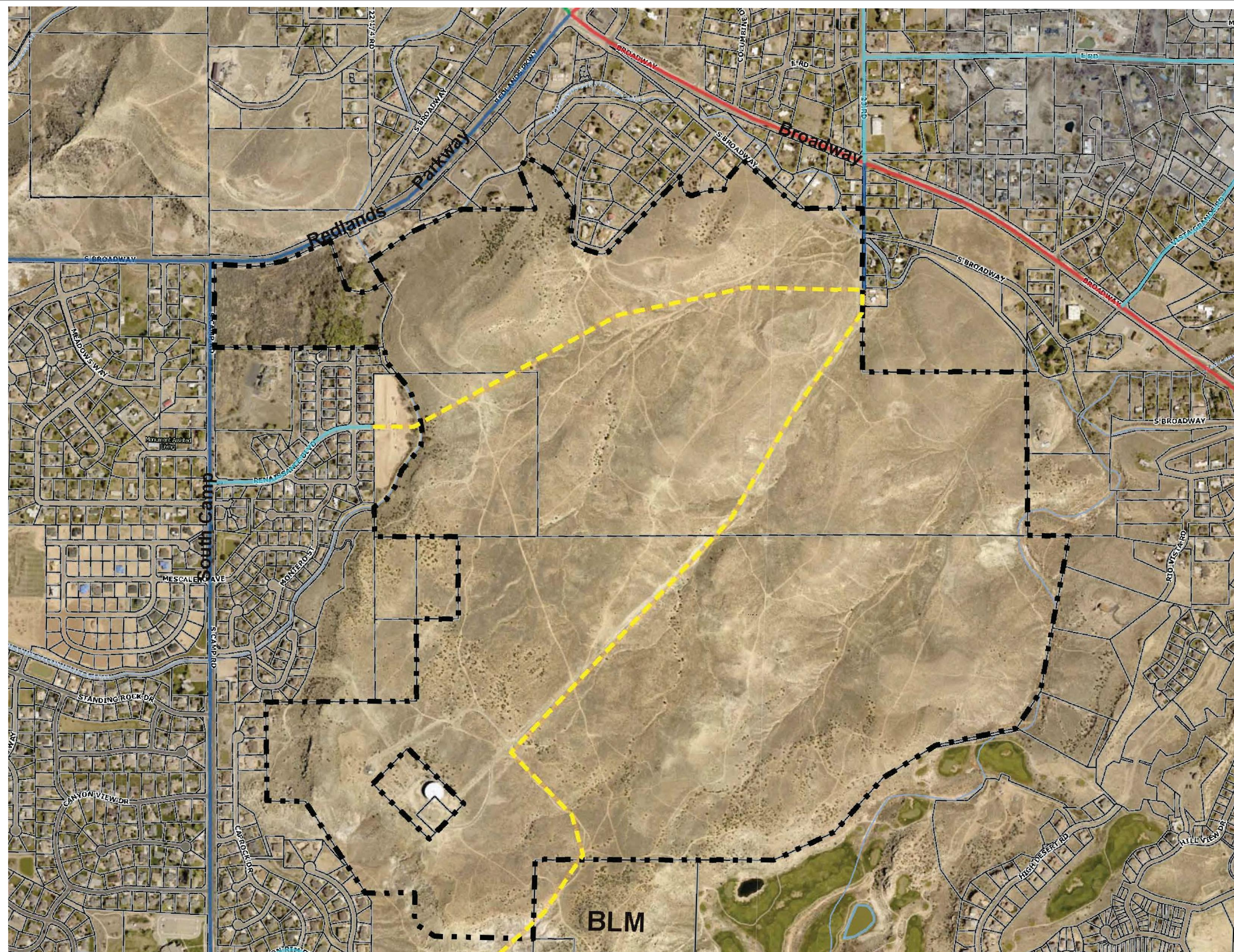
Redlands 360
Exhibit 3: City of Grand Junction Existing Zoning



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LEGEND

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- UNCLASSIFIED

Redlands 360
Exhibit 4: City of Grand Junction Circulation Plan

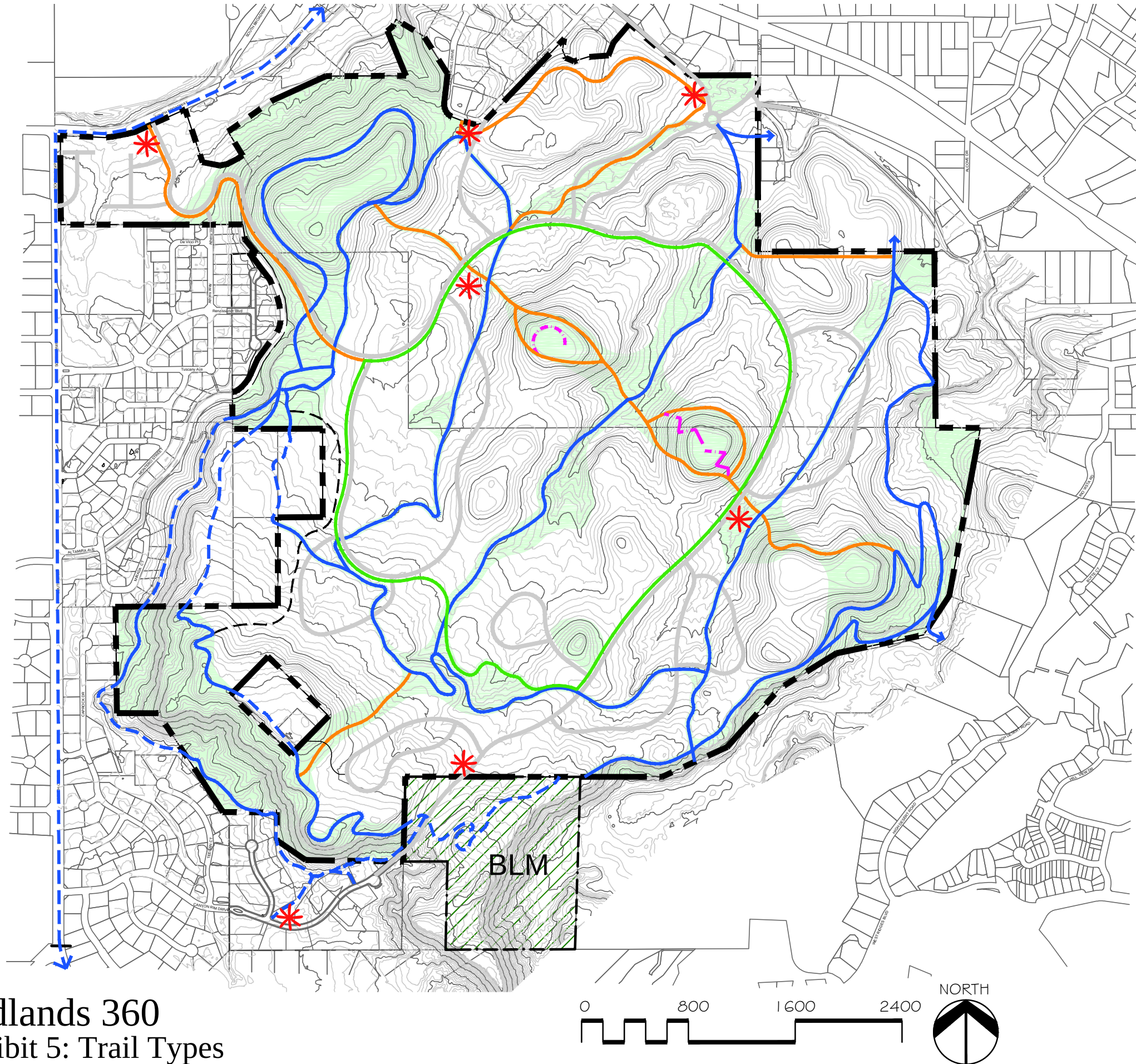


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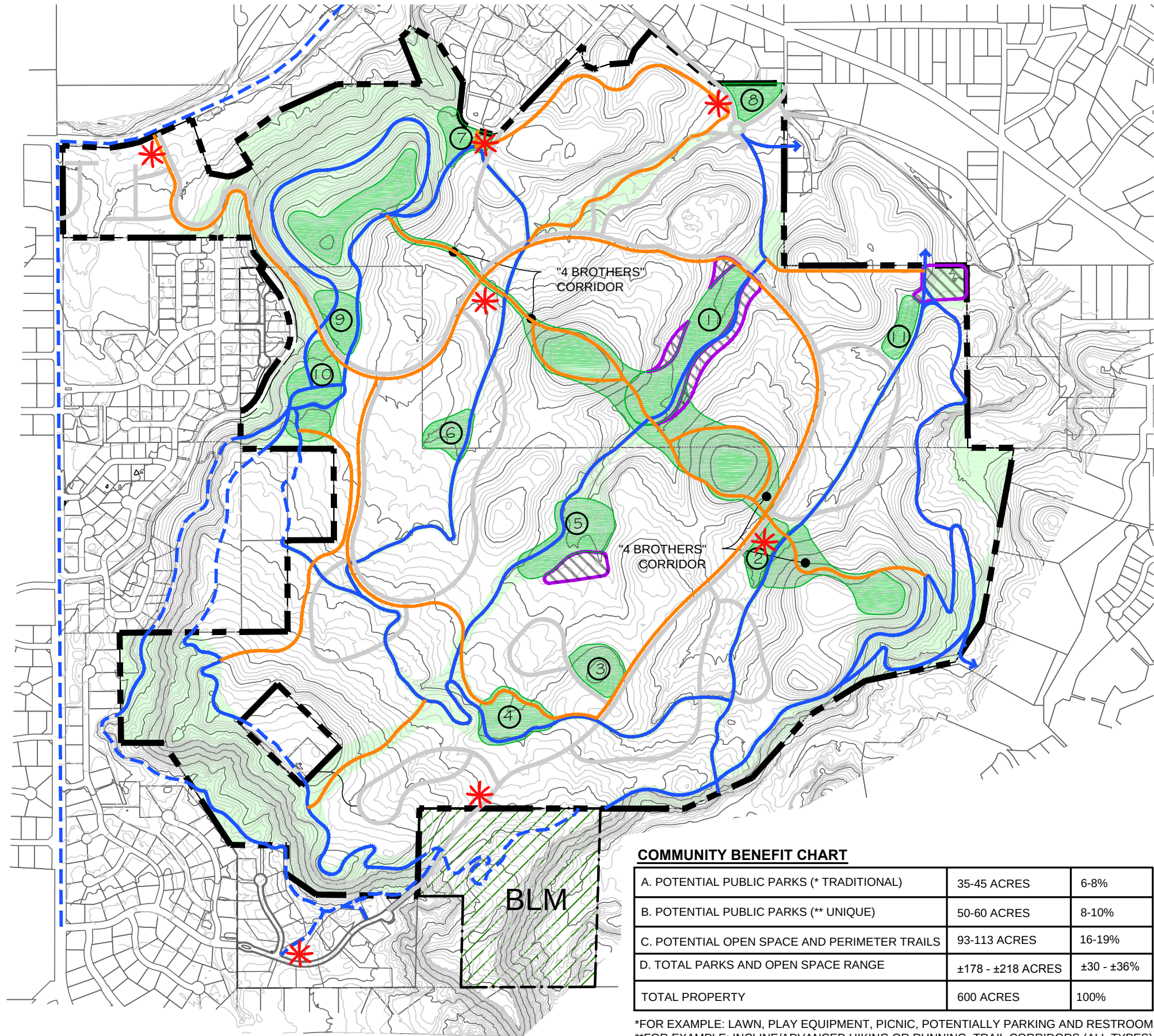
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- TRAILS LEGEND**
- 8 FT DETACHED, PAVED LOOP
MOSTLY FOLLOWING ROADS
 - HISTORICAL ON-SITE
 - HISTORICAL OFF-SITE
 - NEW ON-SITE
 - SPECIAL - INCLINE OR OTHERWISE
DIFFERENT FROM OTHERS
 - BYPASS FOR HISTORICAL TRAIL
- SINGLE TRACK
 - OPEN SPACE
 - EXISTING BLM
 - TRAILHEADS

NOTE: A NUMBER OF THE HISTORIC TRAILS ARE SHOWN AS 'REHABILITATED' ON THE PARK AREA PLAN.

Redlands 360
Exhibit 5: Trail Types



LEGEND

HISTORICAL ON-SITE TRAIL

HISTORICAL OFF-SITE TRAIL

NEW AND REHABILITATED TRAILS, WITHIN DEVELOPMENT AREA

OPEN SPACE

EXISTING BLM

TRAILHEADS

POTENTIAL PARK AREA

POTENTIAL ADDITIONAL PARK AREA

A. POTENTIAL PUBLIC PARKS (TRADITIONAL)		POTENTIAL ADDITIONAL AREA
①	7.4 ACRES	7.2 ACRES
②	1.6 ACRES	-----
③	2.4 ACRES	-----
④	3.7 ACRES	-----
⑤	5.0 ACRES	1.5 ACRES
⑥	2.0 ACRES	-----
⑦	2.0 ACRES	-----
⑧	1.6 ACRES	-----
⑨	2.5 ACRES	-----
⑩	4.9 ACRES	-----
⑪	1.9 ACRES	1.3 ACRES
TOTALS	35 ACRES	10 ACRES (35-45 AC)

B. POTENTIAL PUBLIC PARKS (UNIQUE)	
* THE 4 BROTHERS / 4 HIGH POINTS CORRIDOR	25-30 ACRES
* LINEAR PARKS WITHIN DEVELOPMENT AREA (NOT IN PERIMETER OR PARKS)	25-30 ACRES
TOTAL FOR UNIQUE PARKS	50-60 ACRES
C. REMAINING OPEN SPACE AND PRIMARY EXISTING RIM TRAILS	93-113 ACRES
D. TOTAL OPEN SPACE/PARKS RANGE (THE ODP PLAN USES THE MEDIAN OF THIS RANGE = 198 AC)	178 - 218 ACRES

NOTE: PARK AREAS ARE SUBJECT TO CHANGE; EXACT LOCATION TO BE DETERMINED WITH EACH SUBDIVISION.

EXISTING SLOPE BREAKDOWN OF POTENTIAL PUBLIC PARKS (TRADITIONAL)

0-10% SLOPE	18 ACRES	51%
10-20% SLOPE	13 ACRES	37%
20-30% SLOPE	3 ACRES	9%
>30% SLOPE	1 ACRES	3%
TOTAL	35 ACRES	100%

COMMUNITY BENEFIT CHART

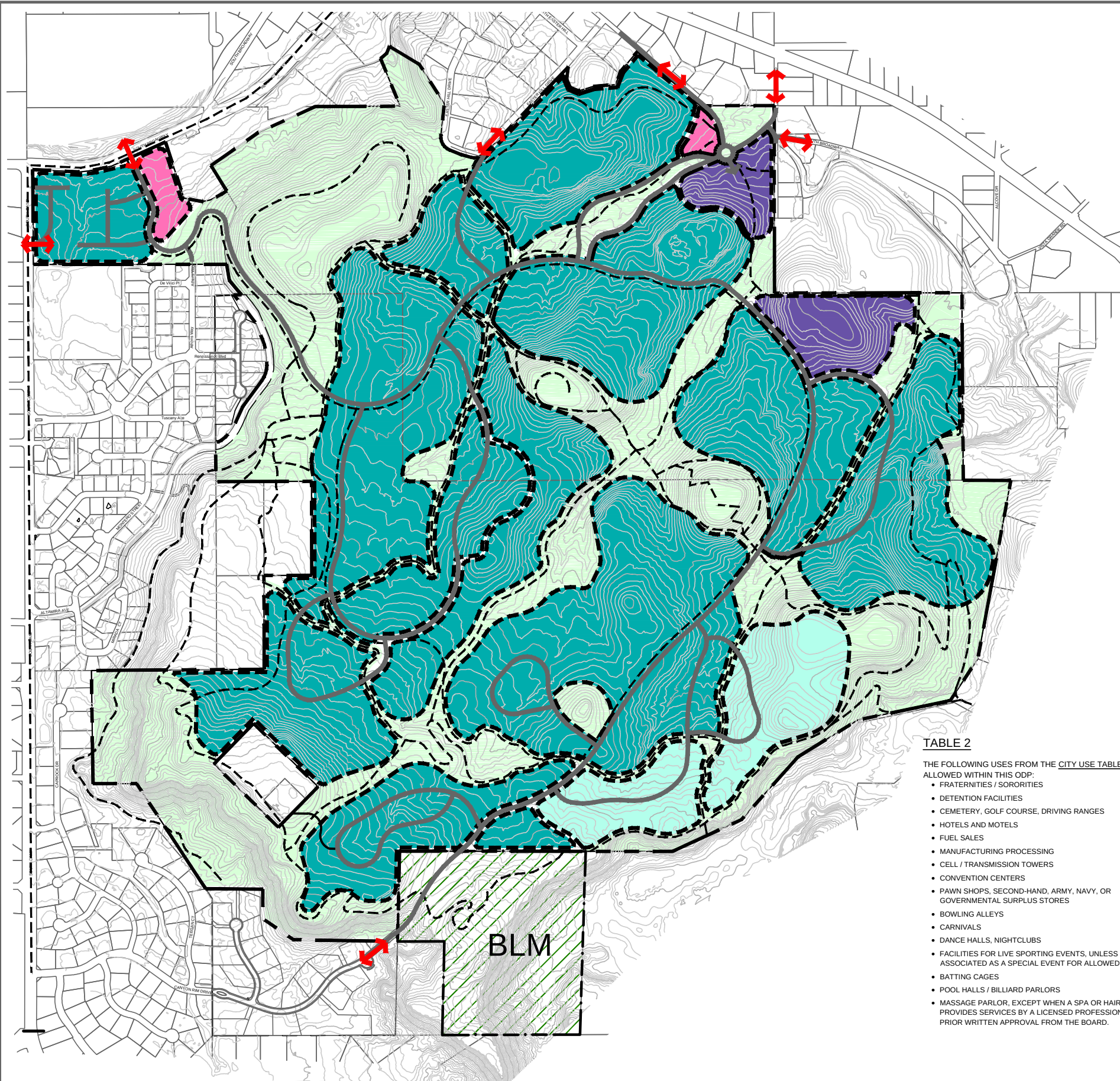
A. POTENTIAL PUBLIC PARKS (* TRADITIONAL)	35-45 ACRES	6-8%
B. POTENTIAL PUBLIC PARKS (** UNIQUE)	50-60 ACRES	8-10%
C. POTENTIAL OPEN SPACE AND PERIMETER TRAILS	93-113 ACRES	16-19%
D. TOTAL PARKS AND OPEN SPACE RANGE	±178 - ±218 ACRES	±30 - ±36%
TOTAL PROPERTY	600 ACRES	100%

*FOR EXAMPLE: LAWN, PLAY EQUIPMENT, PICNIC, POTENTIALLY PARKING AND RESTROOMS.
**FOR EXAMPLE: INCLINE/ADVANCED HIKING OR RUNNING, TRAIL CORRIDORS (ALL TYPES), CIRCUIT TRAINING/EVENTS, FRISBEE GOLF.

Redlands 360
Exhibit 6: Park Areas

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OUTLINE DEVELOPMENT PLAN LEGEND

- PROJECT BOUNDARY LINE
- RESIDENTIAL - Up to R-2
- RESIDENTIAL - Up to R-12
- RESIDENTIAL - Up to R-16
- COMMERCIAL / MIXED USE
- OPEN SPACE
- TRAILS
- ACCESS POINTS

GENERAL NOTES

- THE PROJECT BOUNDARY ENCAPSULATES FIVE PROPERTIES THAT ARE RECEIVING A PD (PLANNED DEVELOPMENT) ZONE.
- THIS PD ZONE HAS UNDERLYING DEFAULT ZONES OF R-2, R-4, R-5, R-8, R-12, R-16, AND B-2. REFERENCE TABLE 1 ON THIS DRAWING FOR SPECIFIC DEVIATIONS TO BULK STANDARDS.
- REFERENCE TABLE 2 ON THIS O.D.P. FOR DEVIATIONS TO ALLOWED USES WITHIN THE DEFAULT ZONES.
- ADDITIONAL EXHIBITS ACCOMPANY THIS ODP. THESE INCLUDE THE 'PARK AREA', 'SLOPE MAP', 'TRAIL TYPES', 'RIDGELINES AND SECTIONS' AND 'PHASING PLAN'.
- ALL DEVELOPMENT PLANS WILL REQUIRE APPROVAL BY THE CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT DEPARTMENT. ALL DEVELOPMENT PLANS WILL NEED TO CONFORM TO THE DIMENSIONAL STANDARDS AND DEVELOPMENT GUIDELINES PROPOSED WITHIN THIS OUTLINE DEVELOPMENT PLAN.
- SITE DESIGN AND ARCHITECTURAL STANDARD ARE PER CITY OF GRAND JUNCTION CODE UNLESS SPECIFICALLY ADDRESSED IN THE REDLANDS 360 DESIGN GUIDELINES.

TABLE 1
PROPOSED BULK STANDARDS

Dimensional Summary Table	Custom	70' Lots	60' Lots	50' Lots	40' Lots	MF & HD	Comm
City Underlying Zone Criteria	R-2	R-4	R-5	R-8	R-12	R-16	B-2
Lot							
Area (min. ft.)	10,000	n/a	n/a	n/a	n/a	n/a	n/a
Width (min. ft.)	70	60	50	40	30	20	n/a
Frontage (min. ft.)	20	20	20	20	20	20	n/a
Frontage on cul-de-sac (min. ft.)	30	n/a	n/a	n/a	n/a	n/a	n/a
Setback							
Principal Structure							
Front (min. ft.)	20	20	20*	20*	20*	20*	0
Side (min. ft.)	10	5	5	5	5	5	5
Side - abutt residential (min. ft.)	n/a	n/a	n/a	n/a	n/a	n/a	10
Rear (min. ft.)	25	25	15	10	10	10	0
Accessory Structure							
Front (min. ft.)	20	20	25	25	25	25	25
Side (min. ft.)	3	3	3	3	3	3	0
Side - abutt residential (min. ft.)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Rear (min. ft.)	5	5	5	5	5	5	0
Bulk / Other Dimensional							
Lot coverage (max.)	50%	50%	60%	75%	75%	75%	n/a
Height (max. ft.)	40	40	40	40	40	40	50
Density (min.-units-per-acre)	n/a	2	3	5.5	8	12	8
Density (max.-units-per-acre)	2	4	5.6	8	12	16	n/a
Cluster-allowed	Yes	Yes	Yes	Yes	No	Yes	n/a

Notes
Items in red are deviations from the City Bulk Standards and include modifications and deletions
Note: Minimum lot area, lot width and lot frontage do not apply to two-family dwellings or multifamily.
*20 feet for the garage face portion of a principal structure and 15 feet for the remainder of the structure.
R-6: Min. lot area civic—20,000 sf.
R-8: Min. lot area civic—20,000 sf.
B-2: Parking front setback for parking as a principal use—30 ft., as an accessory use—6 ft.

TABLE 2

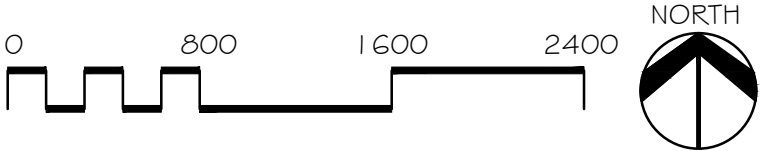
- THE FOLLOWING USES FROM THE CITY USE TABLE ARE NOT ALLOWED WITHIN THIS ODP:
- FRATERNITIES / SORORITIES
 - DETENTION FACILITIES
 - CEMETERY, GOLF COURSE, DRIVING RANGES
 - HOTELS AND MOTELS
 - FUEL SALES
 - MANUFACTURING PROCESSING
 - CELL / TRANSMISSION TOWERS
 - CONVENTION CENTERS
 - PAWN SHOPS, SECOND-HAND, ARMY, NAVY, OR GOVERNMENTAL SURPLUS STORES
 - BOWLING ALLEYS
 - CARNIVALS
 - DANCE HALLS, NIGHTCLUBS
 - FACILITIES FOR LIVE SPORTING EVENTS, UNLESS ASSOCIATED AS A SPECIAL EVENT FOR ALLOWED USES.
 - BATTING CAGES
 - POOL HALLS / BILLIARD PARLORS
 - MESSAGE PARLOR, EXCEPT WHEN A SPA OR HAIR SALON PROVIDES SERVICES BY A LICENSED PROFESSIONAL WITH PRIOR WRITTEN APPROVAL FROM THE BOARD.
 - HEALTH SPA, FITNESS CENTER OR WORKOUT FACILITY EXCEEDING TWENTY-FIVE THOUSAND (25,000) SQUARE FEET OF FLOOR AREA, SPECIFICALLY EXCLUDING A CLIMBING GYM, WHICH IS EXPRESSLY PERMITTED WITHIN THE PROPERTY.
 - ANY USE WHICH EMITS ANY UNREASONABLY OBNOXIOUS ODOR, NOISE OR SOUND WHICH CAN BE HEARD OR SMELLED OUTSIDE OF ANY BUILDING ON THE PROPERTY, EXCLUDING REASONABLE ODORS ASSOCIATED WITH RESTAURANTS
 - ANY CENTRAL LAUNDRY, DRY CLEANING PLANT OR LAUNDROMAT; PROVIDED, HOWEVER THAT THIS PROHIBITION SHALL NOT BE APPLICABLE TO NOMINAL SUPPORTIVE FACILITIES FOR ON-SITE SERVICE ORIENTED TO PICKUP AND DELIVERY BY THE ULTIMATE CONSUMER AS THE SAME MAY BE FOUND IN RETAIL SHOPPING CENTERS AND AS AN ANCILLARY USE TO A RESTAURANT FACILITY.

TABLE 3

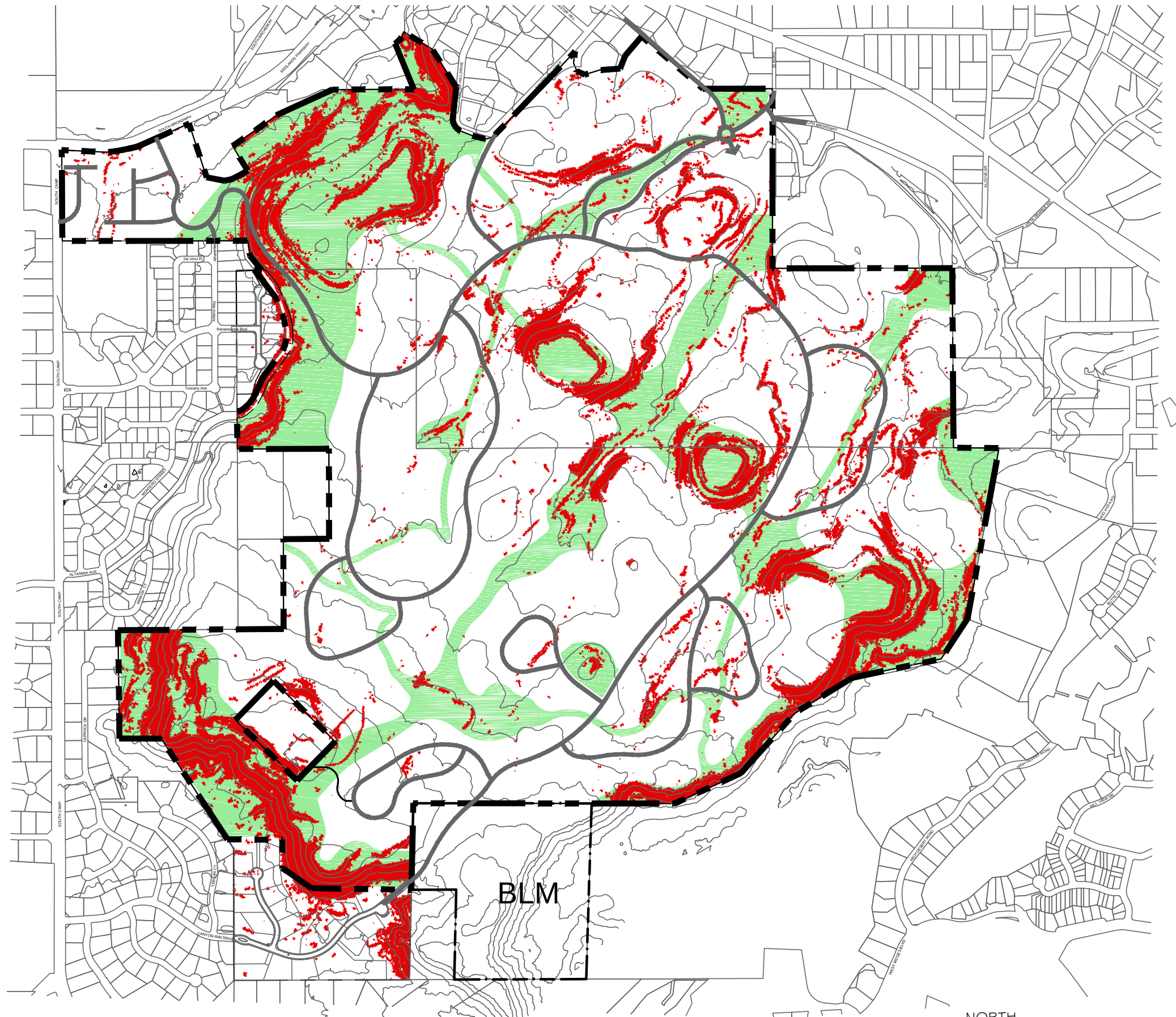
LAND USE	AREA	DENSITY	% OF SITE
RESIDENTIAL - UP TO R-12	± 380 ACRES	1100-1500 UNITS	63.3%
COMMERCIAL / MIXED USE	± 5.5 ACRES	*0-100 UNITS	1.0%
IF RESIDENTIAL	UP TO 100 UNITS	-----	
IF COMMERCIAL	UP TO 55,000 S.F.	-----	
RESIDENTIAL - UP TO R-16	±16.5 ACRES	200-250 UNITS	2.8%
OPEN SPACE	± 198 ACRES	-----	33%
RIGHT OF WAYS	INCLUDED IN LAND USE	-----	INCLUDED IN LAND USE
TOTAL AREA	± 600 ACRES GROSS	*1300-1850 UNITS	100 %

* TOTAL DENSITY IS PREMISED WITH THE RANGE OF 55,000 S.F. OF COMMERCIAL/MIXED USE WITH NO RESIDENTIAL UNITS TO "ZERO" S.F. OF COMMERCIAL/MIXED USE AND 100 RESIDENTIAL UNITS.

Redlands 360
Exhibit 7: Outline Development Plan



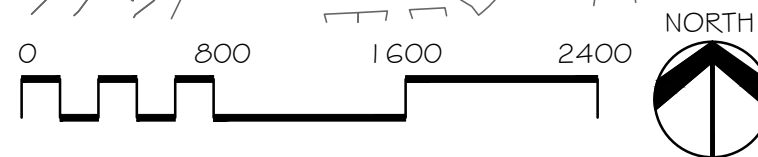
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SLOPE MAP LEGEND

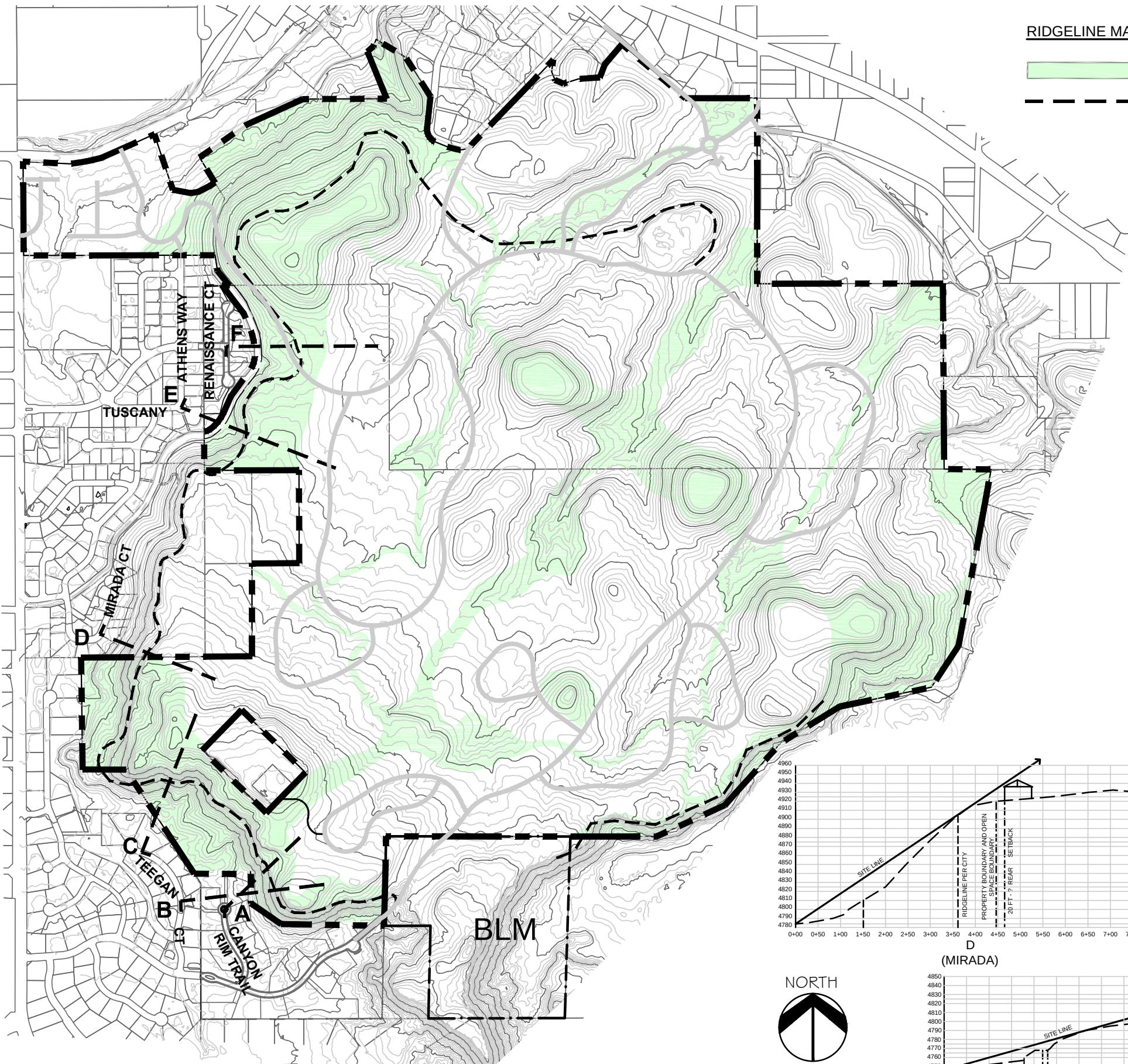
- 30% OR GREATER SLOPES
- OPEN SPACE
- 25 FT CONTOURS
- PROPOSED ROADS

Redlands 360
Exhibit 8: Slope Analysis



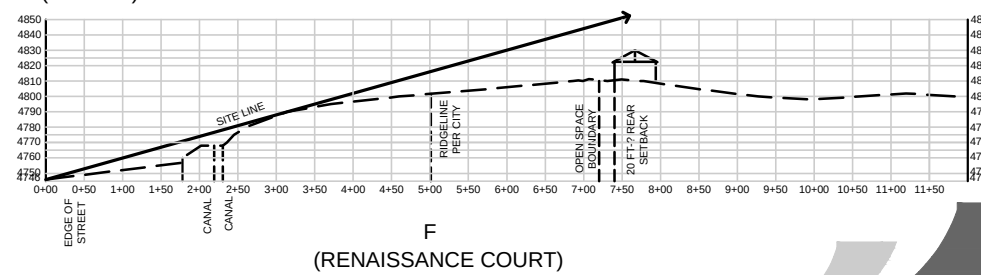
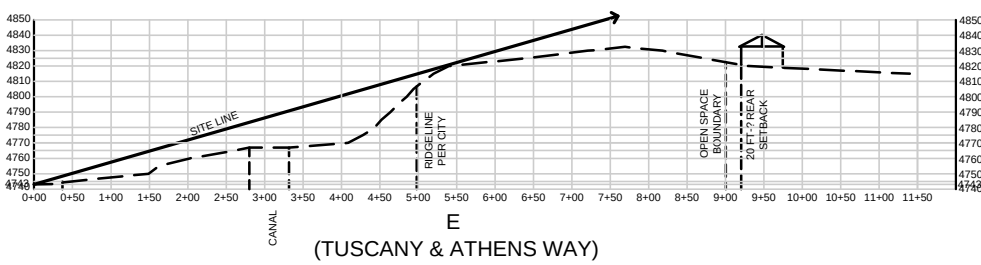
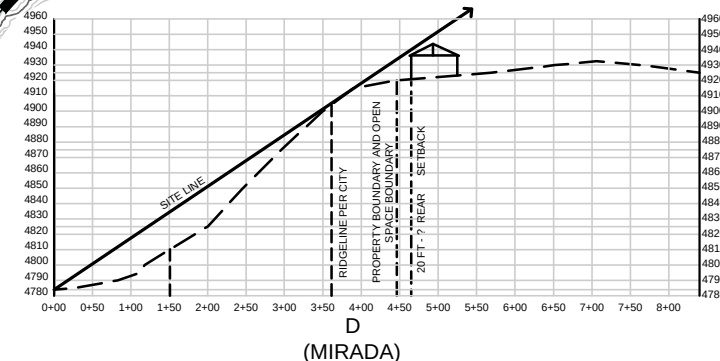
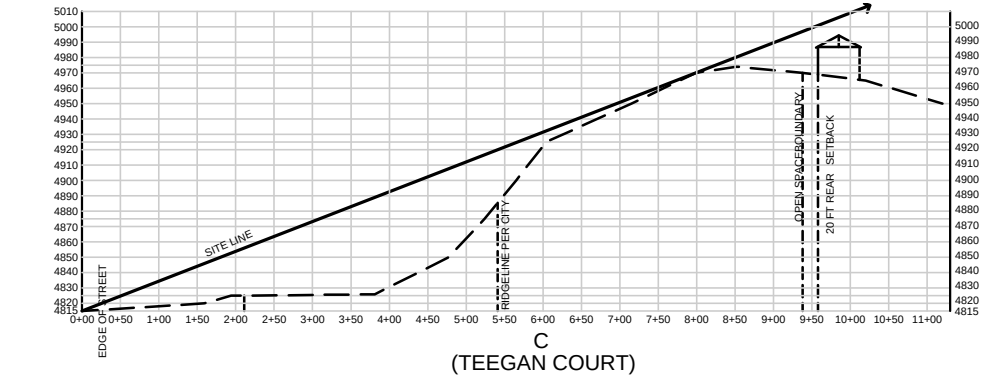
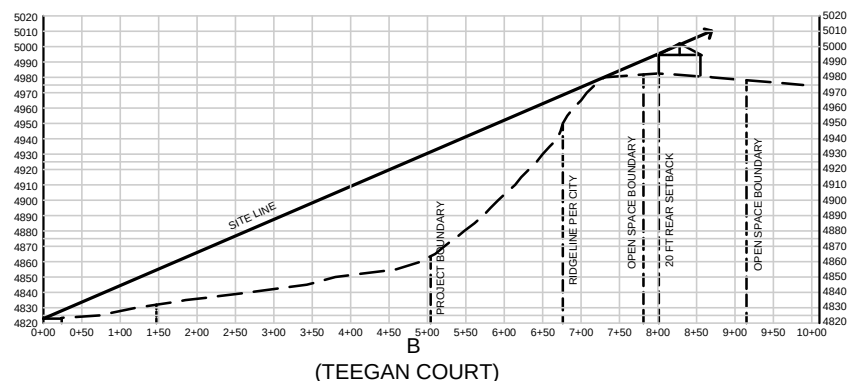
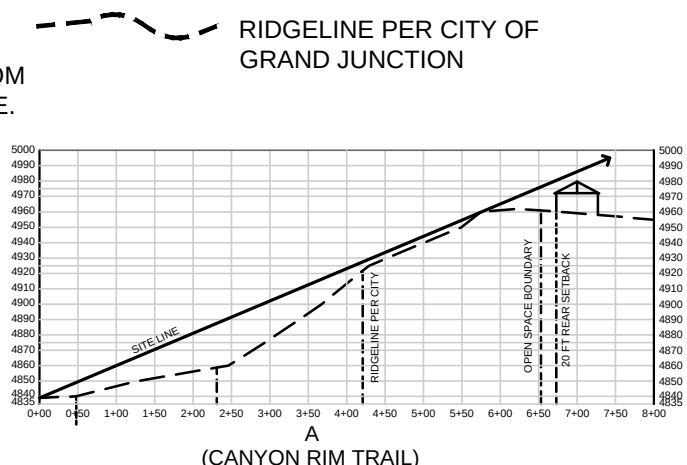
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RIDGELINE MAP LEGEND

- OPEN SPACE
- RIDGELINE SECTION LINES FROM NEAREST STREET CENTER LINE. SEE SECTIONS BELOW
- RIDGELINE PER CITY OF GRAND JUNCTION

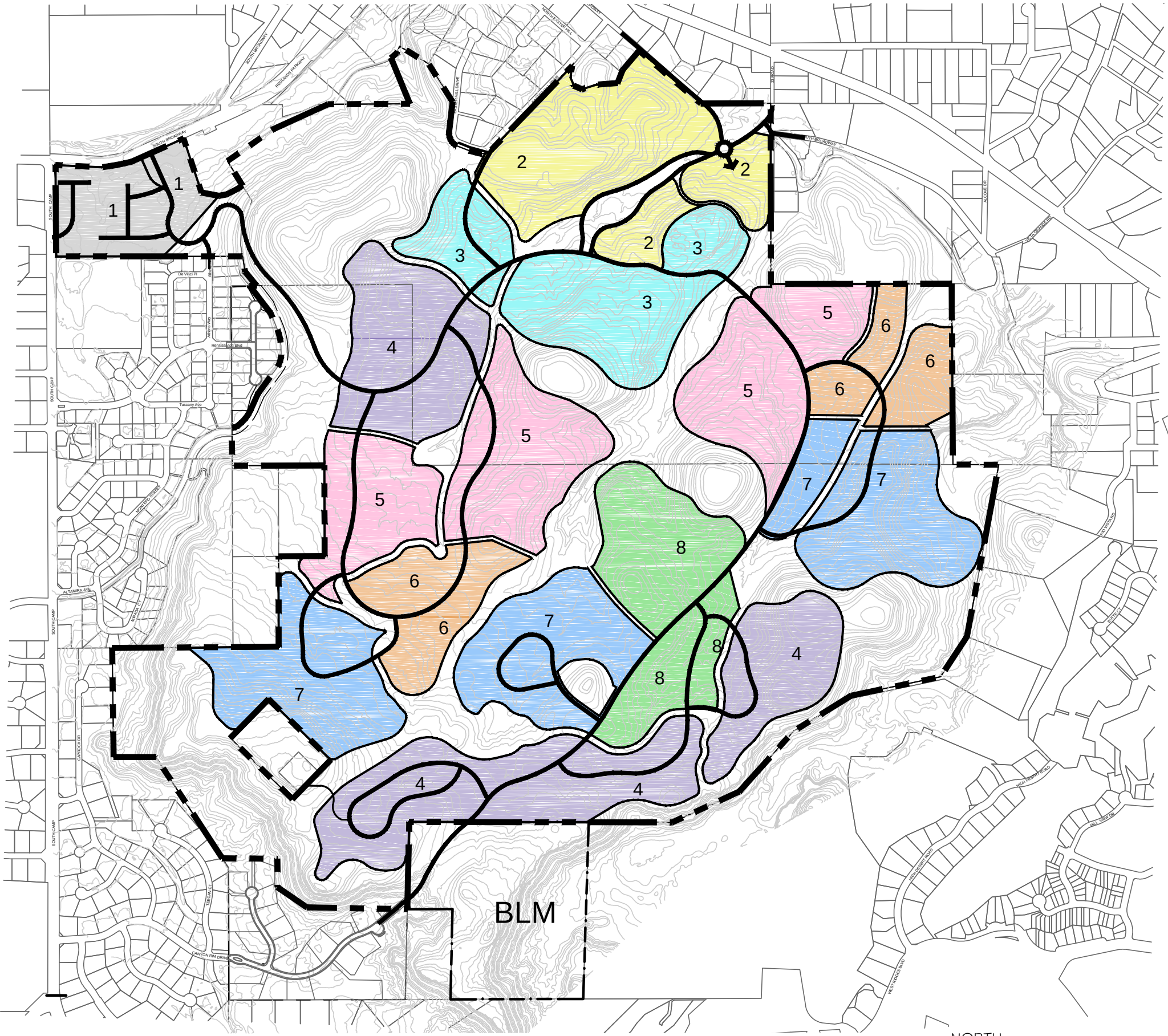


Redlands 360
Exhibit 9: Ridgelines and Sections



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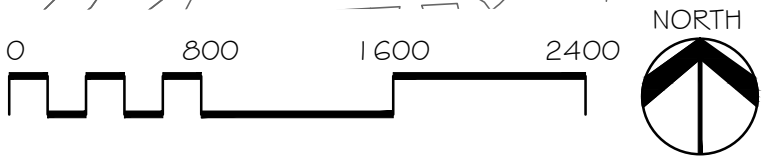
DEVELOPMENT PROGRESSION SCHEDULE

- 1 - TARGETED START 2021
- 2 - TARGETED START 2024
- 3 - TARGETED START 2027
- 4 - TARGETED START 2030
- 5 - TARGETED START 2033
- 6 - TARGETED START 2036
- 7 - TARGETED START 2039
- 8 - TARGETED START 2042

CITY COUNCIL REPORT SCHEDULE

PHASE #	ESTIMATED DATE OF COMMENCEMENT	
PHASE 1	2021	
PHASES 2-7	UPDATE MEETINGS WITH CITY COUNCIL	2026 2031 2036 2041
PHASE 8	2042	

Redlands 360
Exhibit 10: Development Progression Plan



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Landscape Architecture
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Redlands 360 Planned Development

Outline Development Plan and Planned Development Zoning

A. Project Overview and Description

In early 2019, after a number of meetings with City Staff, Grand Junction Land Company (Owner) and La Plata Communities LLC (Applicant) began a purposeful process that took specific entitlements to allow the efficient assembly, planning, and zoning of multiple properties into this request for approval of an Outline Development Plan (ODP) and Planned Development Zone (PD) for +/- 600 acres.

The original GJLC properties totaled 628.9 acres as five parcels, of which there was a mixture of incorporated and unincorporated, City and County Zone districts, and differing zone densities. Briefly, the development of the 7.5 acre Renaissance 360 Subdivision (platted 9/12/2020), annexation (7/15/2020) of the unincorporated parcels (PD zoning), the creation and June 17, 2020, approval of a Metro District (conditioned on the ODP approval), and the zoning and planning of the 23 acre Canyon Rim 360 Subdivision (submitted for review), have all been components of that purposeful process that will culminate with the successful approval of this ODP and PD Zone.

Location

The project location can be generally described as the large vacant land south and east of the intersection of the Redlands Parkway and South Camp Road. It is the northeast facing real estate north of the base of the Ute Water Storage Tanks, and elevated with spectacular panoramic views of the valley. It is dry with sandy to rocky soil conditions and limited rock outcrops; nearly 300 feet of elevation change exists over the span of a mile across the property, with a number of undulating drainage areas and hills. The property currently has a gated dirt road that is primarily for Ute Water to access their facilities. Five parcels make up the 600-acre project (see Exhibit 1: Existing Site Area).

Acreage

All five parcels which now total 600 acres will be planned as one Outline Development Plan (ODP) with Planned Development (PD) zoning.

Proposed Use

The Outline Development Plan includes approximately 5.5 acres of Commercial, 16.5 acres of higher density product (up to 16 units per acre), 380.2 acres of lower density product (up to R-12), and 198 acres of Open Space. The Open Space, which is more than 30% of the property, surrounds the Residential Planned Community, respects the natural conditions of the site, preserves the existing perimeter trails, and legitimizes other significant existing bike and hiking trails.

This proposal is for a mixture of Residential up to R-12 (1100 to 1500 lots), Multi-Family Residential up to R-16 (200 to 250 units), and the potential for up to 100 units within the Commercial / Mixed Use areas. This provides a total Outline Development Plan (ODP) Density request with a range of 1,300 to 1,850 units. For purposes of Metro District studies, traffic studies, etc., 1,335 residential units were considered along with the potential of up to 30,000 square feet of Limited Commercial Space. Using the residential unit count of 1,335 units creates a density of 2.22 units per acre; however, there will be a purposeful flexibility in the Outline Development Plan request for 1,300 to 1,850 housing units (single family, multi-family, and commercial) that creates an overall density range of 2.16 units per acre to 3.08 units per acre. This flexibility in density allows us to adapt to potential market changes over this long-term project.

B. Public Benefit

The Redlands 360 Planned Development will create a residential neighborhood that meets the intent of the Growth Plan, the development requirements of the City of Grand Junction, and the Circulation Plan. Public benefits include:

- o the development of infill properties within the City 201 boundary;
- o the planned development of a project with a +20-year development horizon;
- o the creation of a residential project meeting the intentions and densities of the Growth Plan;
- o the placement of residential development, clustered to respect the land, consolidate infrastructure, and maximize open space;

- o the creation of a development that will continue to promote the recreational opportunities that have been allowed over the last 20 years; extensive on- and off-street pedestrian networks are preserved and proposed, legitimizing and stabilizing the numerous 'social trails' existing on the property;
- o significant open space dedication, over 30% of the entire project; determination of public ownership and maintenance responsibilities subject to discussions with the City;
- o the creation of a Metro District for public improvement financing and assurances to the City for road and utility improvements that meet City standards, and parks and open space development and maintenance;
- o the creation of strong Design Guidelines to assure quality development that will maintain property values and ensure a consistent vision for the overall community;
- o drainage improvements that control historic flows.

C. Neighborhood Meeting

In anticipation of a large number of potential attendees, and to comply with local health orders and social distancing requirements for COVID-19, three separate meetings, each capable of hosting 175 attendees, were held at Colorado Mesa University, in the University Center Ballroom, on July 13th (two meetings) and July 14th, 2020. In an attempt to keep numbers evenly distributed, and neighborhoods somewhat intact, we assigned 'blocks' of invites to various meeting times. In addition, the presentation had been uploaded to GJ Speaks about one week prior to the meetings, and the meetings were also broadcast live.

Approximately 60 neighbors attended the presentations; in total over 300 were able to view and/or participate in discussions. The following analytics were provided by City Planning:

The Redlands 360 development group held three separate physical/virtual hybrid neighborhood meetings on July 13th and 14th. City staff assisted with the virtual component by publishing pre-recorded presentations regarding the project in advance on GJSpeaks.org. All three meetings were live streamed to GJSpeaks. Utilizing YouTube Analytics, City staff is able to determine virtual meeting participation. Among the three meetings, 97 virtual attendees watched the live stream with an average view duration of 34 minutes (the average meeting length was 104 minutes). In addition, the Applicant's pre-recorded presentation was viewed 110 times and the pre-recorded City staff presentation was viewed 63 times. All videos and live streams remain available to the public on GJSpeaks in addition to the 4 public comments that were received before the meetings. Lastly, utilizing Google Analytics, City staff is able to determine that the GJSpeaks webpage dedicated to hosting Redlands 360 project materials and videos has been viewed 245 times as of July 15 – the most public engagement the site has seen to date.

D. Project Compliance, Compatibility, and Impact

Adopted Plans and Policies

As noted, a Planned Development zone will allow the Redlands 360 Planned Development to best address compliance, compatibility, and impact with a well-planned, modern, and unique community. The proposed Outline Development Plan meets and exceeds the intent of the Comprehensive Plan / Future Land Use Plan (FLU), the development requirements of the City of Grand Junction, and vehicular, bicycle and pedestrian considerations of the Grand Junction Circulation Plan.

Regarding 'residential density' which can use existing zoning and the FLU as guidelines, there is significant acreage within the project area that has been zoned PD for many years but without an underlying plan. For this reason, current allowed density ranges cannot be determined by existing zoning; however, a current density range can be determined by the existing Future Land Use plan designations (see Exhibit 2: Future Land Use) There are six existing FLU designations on the subject 600 acres: Conservation, Residential Low, Residential Medium Low, Residential Medium, Residential Medium High, and Neighborhood Center. Allowed density ranges within all six of these existing FLU designations results in a very wide 'spread' of 850 units (or 1.4 units per acre) to 7275 units (or 12.1 units per acre). This potentially "allowed" density range may not be realistic, but its range of 1.4 to 12.1 units per acre is a comparison number to what is being proposed within Redlands 360 at 2.16 to 3.08 units per acre. Based on this analysis the proposed density is at the low end of what is allowed via adopted plans and policies. The following Code Sections further addressing project compliance, compatibility, impact, and adopted

policies are addressed in item 'E' below:

- o Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP)
- o Section 21.07.020(f) – Hillside Development standards implementation
- o Section 21.07.020(f) – Ridgeline Development standards implementation

Surrounding Land Use

Surrounding land use noted in the City GIS is not the best indicator of the existing land use as it notes Single Family Residential, Entertainment / Recreation, Livestock, Communication/ Utilities, and Vacant as its categories.

Surrounding zoning provides a better indicator, and includes: City R-2 and R-4, and County PUD to the west; City R-1 and Redlands Mesa PD, and BLM to the south; City Redlands Mesa PD and County RSF-4 to the east; and City R-2 and PD, and County RSF-4 to the north (see Exhibit 3: Existing Zoning).

Site Access & Traffic Patterns

The Grand Junction Circulation Plan is an adopted Document that denotes the Existing and Proposed Road Standards (see Exhibit 4: Circulation Plan). In the exhibit you can see that Broadway / 340 (in red) is designated as a Principal Arterial; that the Redlands Parkway and South Camp (in dark blue) are designated as Major Collectors; Renaissance Blvd. and Canyon Rim Drive (in light blue) are designated as Minor Collectors; and two 'Proposed' roads through the property (in dashed yellow) are shown as Unclassified which signals the classification will be determined with the project. More specifically:

- Roads and access
 - o There are four access points into the project, three of which are on the City Circulation Plan
 - 23 Road, with a reconfigured intersection with South Broadway
 - Easter Hill Drive
 - The Redlands Parkway
 - The connection through Renaissance was prohibited by grade
 - The shift over to Redlands Parkway removes the awkwardness of backtracking through the Renaissance Neighborhood
 - There will still be a connection to Athens Way
 - Canyon Rim Drive
 - This connection has been looked at in more detail with the following being incorporated into the proposed plan:
 - o Approved narrowing of road sections through the Canyon Rim 360 parcel for traffic calming;
 - o The developers have been aiding the City in working with the BLM for crossing their property; road narrowing in Canyon Rim 360 to continue through BLM;
 - o Planning for specific deterrents to better distribute traffic in and out of all four accesses into Redlands 360:
 - the proposed road network does NOT connect the upper road system into a 'loop'; a 'loop' road within the proposed Redlands 360 Planned Development is not part of our vision, nor our plan, although we do support and provide a looped pedestrian trail connection.

A Traffic Study by Kimley – Horn and Associates was submitted in advance to the City; the Study was revised per feedback from the City. The revised traffic study along with a Comment Response Letter is provided with this submittal.

Availability of Utilities

All utilities are available and adjacent to the site.

Utility providers are:

- Water – Ute Water District
 - o With the Ute Water tank being at the high point of this property, there are existing large buried intake and outflow pipes that have been considered and avoided in the layout of the proposed plan.
- Sewer – City of Grand Junction
- Irrigation water – Redlands Water and Power

- Power – Xcel Energy
- Gas – Xcel Energy
- Communications – TBD

Special or Unusual Demands on Utilities

The proposed project has no special nor unusual demands on utilities. Recognizing that the Redlands 360 project is one of the largest planned residential projects that the community has considered, the plan proposes land uses and densities with lower demands than all of the guiding plans for density, traffic, water, and sewer that the City has developed and planned for.

Effects on Public Facilities

The Redlands 360 Planned Development will have expected, but not unusual impacts on Public Facilities. As noted, total residential units will be less than what the Future Land Use plan promotes.

Site Soils

Soil investigations were done by Huddleston Berry Geotechnical Engineers and that information is provided with this submittal.

Impact on Geology and Geological Hazards

No known geological hazards exist within the proposed development areas. Slopes greater than 30% are avoided.

Hours of Operation - NA

Number of Employees - NA

Signage Plans

Signage will be utilized at the project entries and throughout the planned development. The locations and detailed design will be addressed with each phased subdivision submittal.

Irrigation

In an effort to mitigate irrigation requirements on the site, the landscape vision for the community is to incorporate an enhanced desert- or xeric-look for both community common spaces (as well as residential lots), while avoiding the installation of large, unneeded irrigated turf areas where unnecessary. Seventy-five shares of Redlands Water & Power (RWP) available for this site. These shares will be used to irrigate parks and common open space landscaping, streetscapes and entry landscaping, as well as exposed, disturbed areas that require rehabilitation.

E. Additional General Report Discussion Items

- The following 'additional items' are addressed below:
 - o The Code Sections, noted above:
 - Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP)
 - Section 21.07.020(f) – Hillside Development standards implementation
 - Section 21.07.020(f) – Ridgeline Development standards implementation
 - o Requests for credits and/or reimbursements

21.02.150 Planned Development (PD) and Outline Development Plan (ODP) (see Exhibit 7: Outline Development Plan)

The Planned Development (PD) / Outline Development Plan (ODP) is the culmination of the approval of a number of processes to date: the Annexation of 237.57 acres to allow the entire 600-acre project area into the City; the City Council approval of the Metro District for the proposed 600-acre ODP, and also including the 21-acre Canyon Rim 360 subdivision; road access associated with the now completed Renaissance subdivision; road standards associated with the Canyon Rim Subdivision (TEDS Exceptions). With this approval the entire 600 acres is incorporated, uniformly zoned as PD, and with an overall Outline Development Plan (ODP) that guides the character of this long term developed community.

The ODP/PD is requesting multiple modified underlying zone designations for R-2, R-4, R-5, R-8, R-12, R-16, and B-2 zones. The purpose of multiple underlying default zones is the desire for multiple product opportunities within the Redlands 360 development. Due to its size and anticipated +20-year buildout, the need to provide flexibility is essential.

The Code Sections in their entirety are included below, along with specific project responses.

Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP)

*(a) **Purpose.** The planned development (PD) district is intended to apply to mixed use or unique single use projects to provide design flexibility not available through strict application and interpretation of the standards established in Chapter 21.05 GJMC. The PD zone district imposes any and all provisions applicable to the land as stated in the PD zoning ordinance. The purpose of the PD zone is to provide design flexibility as described in GJMC 21.05.010. Planned development rezoning should be used when long-term community benefits will be derived, and the vision, goals and policies of the Comprehensive Plan can be achieved. Long-term community benefits include:*

- (1) **More efficient infrastructure;***
 - The Redlands 360 Planned Development provides an efficient road network over 600 acres, connecting two primary and two secondary points of access into the project, respecting the GJ Circulation Plan, and funded by TCP and an approved Metro District;
 - The Redlands 360 Residential Planned Development provides new utilities to the entirety of the development;
 - See below for requests for infrastructure credits and reimbursements.
- (2) **Reduced traffic demands;***
 - The Redlands 360 Residential Planned Development will be connecting three access points into this 600-acre development that are identified on the GJ Circulation Plan: one on the south, one on the west, and one on the north, and with an additional point of access on the north which primarily serves as a second access for some of the initial phases of development.
 - The Redlands 360 Residential Planned Development significantly reduces traffic by limiting itself to an overall density of 1,300 to 1,850 units. This is at the lower end of both the current estimated FLU density (850 to 7,275 units) and the current proposed FLU (600 to 3,300 units).
 - The Redlands 360 Residential Planned Development is keenly focused on a very comprehensive pedestrian and bicycle trail network that will allow ease of access through, to, and from the project which also aids in reducing traffic. The ODP depicts over 13.5 miles of trails throughout the project.
- (3) **More usable public and/or private open space;***
 - The Redlands 360 Planned Development has approximately 198 acres of open space, which equates to +/-33% of the property;
 - This system includes on- and off-street pedestrian ways and trails that interconnect the entire community to HOA open spaces and potential public open spaces;
- (4) **Recreational amenities; and/or***
 - The Redlands 360 Residential Planned Development provides over 30% Open Space, which equates to over 198 acres. Within these 198 acres, public parks, traditional and unique park amenities, and over 6 miles of new trails will be provided.
 - These 'new' trails do NOT include the 7.5 miles of on-site Historic Trails that will be preserved, rehabilitated, and legitimized for public use through the approval of this project (see Exhibit 5: Trail Types).
 - A comprehensive exhibit detailing proposed trailheads, trails (historic and new), park locations and open space is included with this submittal (see Exhibit 6: Park Areas).
 - The Park Area Exhibit includes a Community Benefit Chart. This chart breaks down the commitments for the noted 198 acres of Open Space, recognizing that this too could fluctuate between 178 acres and 218 acres (198 acres being the average). The breakdowns include: 35 to 45 acres of potential 'Traditional' Public Parks (over half on slopes less than 10%, close to 90% on slopes less than 20%); 50 to 60 acres of

potential 'Unique' Public Parks; and 93 to 113 acres of potential open space and perimeter trails.

- See below for requests for park fee credits and reimbursements.

(5) *Needed housing choices.*

- The Redlands 360 Residential Planned Development is structured to provide multiple housing choices, and through this ODP and PD submittal is seeking the flexibility to 'adapt' the housing product types as market demand shifts over the anticipated +20-year build out of the project.
- Proposed housing product types are structured to potential lot sizes, the expectation that product type increases in size as lots increase in size. These lot sizes are noted on Table 1 on the Outline Development Plan.

(b) **Outline Development Plan (ODP)**

(1) *Applicability. An outline development plan is required. The purpose of an ODP is to demonstrate conformance with the Comprehensive Plan, and coordination of improvements within and among individually platted parcels, sections or phases of a development prior to the approval of a final plat. At ODP, zoning for the entire property or for each "pod" designated for development on the plan is established. This step is recommended for larger, more diverse projects that are expected to be developed over a long period of time. Through this process, the general pattern of development is established with a range of densities assigned to individual "pods" that will be the subject of future, more detailed planning.*

(2) *Approval Criteria. An ODP application shall demonstrate conformance with all of the following:*

- (i) *The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies;*
 - Submitted reports and exhibits demonstrate conformance. Recognition of this approval and demonstrated conformance is being requested as part of this submittal;
- (ii) *The rezoning criteria provided in GJMC 21.02.140;*
 - This code section is for Code Amendment and Rezoning. The property is five parcels, three of which were annexed with a PD Zone many years ago; the remaining two were annexed a few months ago and are awaiting the PD Zone approval through this process. For these reasons this criteria has been previously met.
- (iii) *The planned development requirements of Chapter 21.05 GJMC;*
 - Approval of demonstrated conformance with Chapter 21.05 has been addressed above, or within the ODP drawing, and is requested as part of this submittal;
- (iv) *The applicable corridor guidelines and other overlay districts in GJMC Titles 23, 24 and 25;*
 - These are not applicable to this submittal;
- (v) *Adequate public services and facilities shall be provided concurrent with the projected impacts of the development;*
 - Adequate public services and facilities can be provided to this Planned Development, as described as part of this submittal;
- (vi) *Adequate circulation and access shall be provided to serve all development pods/areas to be developed;*
 - Approval of demonstrated conformance has been requested as part of this submittal;
 - TEDS Exceptions will be submitted concurrent with future subdivision submittals.
- (vii) *Appropriate screening and buffering of adjacent property and uses shall be provided;*
 - As this project is residential, and it abuts residential, screening is not needed;
- (viii) *An appropriate range of density for the entire property or for each development pod/area to be developed;*
 - This ODP requests a range of 1,300 to 1,850 housing units (both single family and multi-family that creates an overall density range of 2.16 units per acre to 3.08 units per acre. This flexibility in density allows us to adapt to potential market changes over this long-term project.
- (ix) *An appropriate set of "default" or minimum standards for the entire property or for each development pod/area to be developed;*
 - Approval of demonstrated conformance has been requested as part of this submittal;

- Product types have been grouped and associated with standard City zone designations, modified to meet the vision of the project; (see *Exhibit 7: Outline Development Plan*)
- (x) *An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed; and*
 - Approval of demonstrated conformance has been requested as part of this submittal, and is specifically addressed on the ODP drawing and associated Development Progress Plan.
 - As noted in the narrative above, this is a long term +20-year development project on 600 acres which requires flexibility to changing market demands. Subsequently, we are requesting a 25 year development schedule, with a commitment to update City Council every five (5) years on the progress of the targeted progression of development. (See *Exhibit 10: Development Progress Plan*)
- (3) *Decision-Maker.*
 - (i) *The Director and Planning Commission shall make recommendations to City Council.*
 - (ii) *City Council shall approve, conditionally approve or deny all applications for an ODP and accompanying planned development rezoning.*
- (4) *Additional Application and Review Procedures.*
 - (i) *Simultaneous Review of Other Plans. An applicant may file an ODP with a final development plan for all or a portion of the property, as determined by the Director at the preapplication conference.*
 - (ii) *Density/Intensity. Density/intensity may be transferred between development pods/areas to be developed unless explicitly prohibited by the ODP approval.*
 - (iii) *Validity. The effective period of the ODP/phasing schedule shall be determined concurrent with ODP approval.*
 - (iv) *Required Subsequent Approvals. Following approval of an ODP a subsequent final development plan approval shall be required before any development activity occurs.*

Section 21.07.020(f) – Hillside Development Standards (see Exhibit 8: Slope Analysis)

The Hillside Development Standards have been integral in the planning and design of this development, and meet the provisions of this code section:

The provisions hereof are designed to accomplish the following:

- (i) *Prohibit development or uses which would likely result in a hazardous situation due to slope instability, rock falls, or stormwater runoff and excessive soil erosion;*
 - Development has been clustered within the flatter slopes on the site; trail corridors will provide setbacks to the ridgelines; lots will have setback requirements from the ridgelines; and existing natural drainage corridors will be enhanced.
- (ii) *Minimize the threat and consequent damages resulting from hillside area fires by establishing fire protection measures and adequate emergency vehicle access;*
 - Roadways have been designed to meet City code; these roadways provide per code access to emergency vehicles; ridgeline setbacks will serve as buffers.
- (iii) *Preserve natural features, wildlife habitats, natural vegetation, trees and other natural plant formations;*
 - This development preserves over 30% of the site as dedicated open space. This open space captures the most diverse vegetative and topographic areas on the property.
- (iv) *Provide for safe vehicular circulation and access to recreation areas, natural drainage channels, paths and trails;*
 - In addition to safe vehicular circulation, this development acknowledges natural drainages and includes extensive bicycle and pedestrian circulation within the development and to the open space areas. Much of the open space area has over 7.5 miles of historic trails that will be legitimized by the approval of this ODP. Limited roadway conflicts with the open space/trail corridors are purposely designed to create safe pedestrian/biking passageways.
- (v) *Encourage the location, design and development of building sites in a manner that will provide for greater aesthetic appeal, blend with the slopes and hillside terrain, minimize the scarring and erosion effects of cutting, filling and grading of hillsides and prohibit development of ridge lines as defined; and*

- The homesites are clustered and placed on the flatter and most developable slopes, which while having excellent views to the Grand Valley, are themselves back dropped by the site.
- (vi) *Encourage preservation of open space by encouraging clustering or other design techniques to preserve natural terrain, views and vistas.*
- As discussed above, over 30% of the property is dedicated Open Space that is achieved by clustering the homesites on the flatter portions of the site. Long established trails and open spaces are being preserved and enhanced for sustainability purposes and continued public use.

In meeting the intent of these Hillside Regulations there are a couple of components that we want to specifically address:

- The Regulation states:
Development on slopes of greater than 30 percent is not permitted ... AND Streets, roads, driveways and other vehicular routes shall not traverse property having a slope greater than 30 percent ... unless, after review by the Planning Commission and approval by the City Council, it is determined that:
 - a. *Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and*
 - b. *The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.*
- We believe that this entire submittal demonstrates “that appropriate and engineering measures and reasonable steps” have been displayed to allow Planning Commission and City Council to approve the MINIMAL (see next bullet point) areas where lots or roads cross 30% slopes, yet meet City circulation plan intent.
- In closely reviewing the slope map with the road network superimposed on it, minimal areas of +30% slopes are ‘touched’ by the roads and lots. This is admirable in that the property is within very diverse topography, yet has managed to avoid the vast majority of +30% slopes. Very few ‘natural’ +30% areas are impacted by this development, and this ODP seeks acknowledgment that what is depicted is unavoidable and therefore ‘approved’ with this ODP.

Section 21.07.020(f) – Ridgeline Development Standards (see Exhibit 9: Ridgelines and Sections)

The Ridgeline Development Standards have been considered in the planning and design of this development. Of the proposed development area the potential for concerns is limited to the streets that abut the project on the west; this is where there are existing mesa cliffs and proposed homes could be quite visible. Six locations were examined and chosen to run sections on using code established criteria; within these six sections no ‘two story’ homes would be visible per the criteria.

- (1) *For all lots platted within the mapped ridgeline protection area shown on Exhibits 7.2.C1, 7.2.C2 and 7.2.C3, buildings, fences and walls shall be set back a minimum of 200 feet from the ridgeline.*
 - Of the above Exhibits, only 7.2.C.2 pertains. The provided sections address the real ridgeline along the west edge of the property, but takes exception to the ridgelines noted along the north and south edges of the property:
 - o There is no ridgeline along the north side, only the property sloping up to the north. The ‘Four Brothers’ hills within the project are clearly protected from becoming developed homesites;
 - o There is a ridgeline noted along the south edge that faces the Redlands Mesa Golf Course and Development, but the golf course sits below this ridge, and adjacent housing development is essentially at eye level with what is being proposed. Although there was no consideration for ridgeline development within the Redlands Mesa, the Design Guidelines / specific site setbacks will address ridgeline setbacks that still retain homesite settings within this Redlands 360 project that allow for similar view corridors.
- (2) *This setback shall not apply if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline as viewed from the centerline of the mapped roads or that mitigation will be provided. Mitigation techniques might include:*
 - (i) *Earth tone colors to blend with the surrounding area;*
 - (ii) *The use of nonreflective materials;*
 - (iii) *Vegetation to screen and soften the visual impact of the structure; and/or*
 - (iv) *A reduction of building height or the “stepping” of the building height; or*
 - (v) *Other means that minimize the appearance from the road corridor.*

- Adequate visual representation has been provided.
- (3) *In no case shall the setback be less than 30 feet from the ridgeline. This regulation shall not apply to existing structures or lots platted prior to the effective date of this code or to fences constructed primarily of wire.*
 - It is understood that this will be determined at time of platting.
- (4) *The required setback shall be measured to the building envelope, to be established at the time of platting.*
 - It is understood that this will be determined at time of platting.
- (5) *Line of sight shall be measured from the centerline of the road most parallel to the ridgeline at the point most perpendicular to the center of the lot.*
 - This criterion was considered with the ridgeline sections included with the exhibit.
- (6) *Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile*
 - As specific sites have not yet been determined, the sections display that the development areas are not of concern regardless of where the specific homesites ultimately occur.

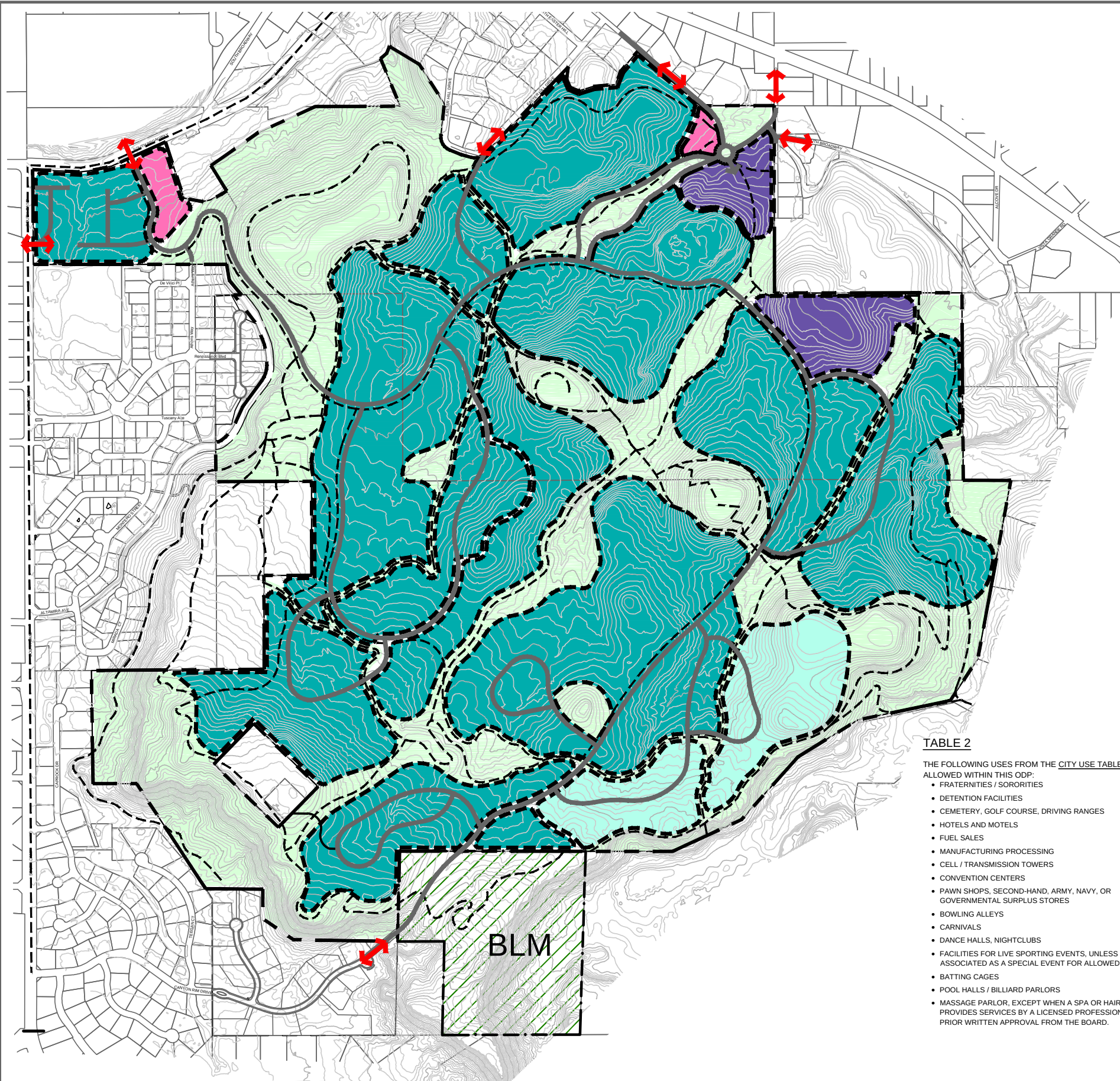
Requests for Credits and/or Reimbursements

- As noted above, the Park Area Exhibit includes a Community Benefit Chart. This chart breaks down the commitments for the noted 198 acres of Open Space, recognizing that this too could fluctuate between 178 acres and 218 acres (198 acres being the average). The breakdowns include: 35 to 45 acres of potential 'Traditional' Public Parks (over half on slopes less than 10%, close to 90% on slopes less than 20%); 50 to 60 acres of potential 'Unique' Public Parks; and 93 to 113 acres of potential open space and perimeter trails. Redlands 360 requests all Open Space Fees (10% of appraised value) and Park Development Fees (individual residential unit fees paid at time of Building Permit, and increasing over time), be eliminated for this project for the following reasons:
 - o over 30% dedicated open space to the public;
 - o the commitment to pay for the construction of the public parks (via the Metro District);
 - o the commitment to maintain all parks and trails (via the Metro District);
 - o the certain investment in all the noted recreation facility development and perpetual maintenance at Redlands 360, which will far surpass the totals of current and future fees.
- Any street improvements for streets functioning as Collector streets or greater shall be eligible for either credit or reimbursement from the TCP fees associated with this development.
- For any water or sanitation pipelines and facilities constructed in excess sizing capacity available for third parties, the City shall agree to enter into a cost recovery agreement for the improvements.

F. Development Schedule and Phasing (see Exhibit 10: Development Progress Plan)

A Development Progress Plan has been provided. Again, due to the 600-acre size of this project and a +20-year anticipated buildout, a targeted development progression is currently based on logical development of infrastructure and variety of housing products, and is closely tied to the Metro District Plan.

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OUTLINE DEVELOPMENT PLAN LEGEND

- PROJECT BOUNDARY LINE
- RESIDENTIAL - Up to R-2
- RESIDENTIAL - Up to R-12
- RESIDENTIAL - Up to R-16
- COMMERCIAL / MIXED USE
- OPEN SPACE
- TRAILS
- ACCESS POINTS

GENERAL NOTES

1. THE PROJECT BOUNDARY ENCAPSULATES FIVE PROPERTIES THAT ARE RECEIVING A PD (PLANNED DEVELOPMENT) ZONE.
2. THIS PD ZONE HAS UNDERLYING DEFAULT ZONES OF R-2, R-4, R-5, R-8, R-12, R-16, AND B-2. REFERENCE TABLE 1 ON THIS DRAWING FOR SPECIFIC DEVIATIONS TO BULK STANDARDS.
3. REFERENCE TABLE 2 ON THIS O.D.P. FOR DEVIATIONS TO ALLOWED USES WITHIN THE DEFAULT ZONES.
4. ADDITIONAL EXHIBITS ACCOMPANY THIS ODP. THESE INCLUDE THE 'PARK AREA', 'SLOPE MAP', 'TRAIL TYPES', 'RIDGELINES AND SECTIONS' AND 'PHASING PLAN'.
5. ALL DEVELOPMENT PLANS WILL REQUIRE APPROVAL BY THE CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT DEPARTMENT. ALL DEVELOPMENT PLANS WILL NEED TO CONFORM TO THE DIMENSIONAL STANDARDS AND DEVELOPMENT GUIDELINES PROPOSED WITHIN THIS OUTLINE DEVELOPMENT PLAN.
6. SITE DESIGN AND ARCHITECTURAL STANDARD ARE PER CITY OF GRAND JUNCTION CODE UNLESS SPECIFICALLY ADDRESSED IN THE REDLANDS 360 DESIGN GUIDELINES.

TABLE 1
PROPOSED BULK STANDARDS

	Custom	70' Lots	60' Lots	50' Lots	40' Lots	MF & HD	Comm
City Underlying Zone Criteria	R-2	R-4	R-5	R-8	R-12	R-16	B-2
Lot							
Area (min. ft.)	10,000	n/a	n/a	n/a	n/a	n/a	n/a
Width (min. ft.)	70	60	50	40	30	20	n/a
Frontage (min. ft.)	20	20	20	20	20	20	n/a
Frontage on cul-de-sac (min. ft.)	30	n/a	n/a	n/a	n/a	n/a	n/a
Setback							
Principal Structure							
Front (min. ft.)	20	20	20*	20*	20*	20*	0
Side (min. ft.)	10	5	5	5	5	5	5
Side - abutt residential (min. ft.)	n/a	n/a	n/a	n/a	n/a	n/a	10
Rear (min. ft.)	25	25	15	10	10	10	0
Accessory Structure							
Front (min. ft.)	20	20	25	25	25	25	25
Side (min. ft.)	3	3	3	3	3	3	0
Side - abutt residential (min. ft.)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Rear (min. ft.)	5	5	5	5	5	5	0
Bulk / Other Dimensional							
Lot coverage (max.)	50%	50%	60%	75%	75%	75%	n/a
Height (max. ft.)	40	40	40	40	40	40	50
Density (min.-units-per-acre)	n/a	2	3	5.5	8	12	8
Density (max.-units-per-acre)	2	4	5.6	8	12	16	n/a
Cluster-allowed	Yes	Yes	Yes	Yes	No	Yes	n/a
Notes	Items in red are deviations from the City Bulk Standards and include modifications and deletions						
Note:	Minimum lot area, lot width and lot frontage do not apply to two-family dwellings or multifamily.						
	*20 feet for the garage face portion of a principal structure and 15 feet for the remainder of the structure.						
	R-6-Min.-lot-area-civic-20,000-sf.						
	R-8-Min.-lot-area-civic-20,000-sf.						
	B-2: Parking front setback for parking as a principal use - 30 ft., as an accessory use - 6 ft.						

TABLE 2

- THE FOLLOWING USES FROM THE CITY USE TABLE ARE NOT ALLOWED WITHIN THIS ODP:
- FRATERNITIES / SORORITIES
 - DETENTION FACILITIES
 - CEMETERY, GOLF COURSE, DRIVING RANGES
 - HOTELS AND MOTELS
 - FUEL SALES
 - MANUFACTURING PROCESSING
 - CELL / TRANSMISSION TOWERS
 - CONVENTION CENTERS
 - PAWN SHOPS, SECOND-HAND, ARMY, NAVY, OR GOVERNMENTAL SURPLUS STORES
 - BOWLING ALLEYS
 - CARNIVALS
 - DANCE HALLS, NIGHTCLUBS
 - FACILITIES FOR LIVE SPORTING EVENTS, UNLESS ASSOCIATED AS A SPECIAL EVENT FOR ALLOWED USES.
 - BATTING CAGES
 - POOL HALLS / BILLIARD PARLORS
 - MESSAGE PARLOR, EXCEPT WHEN A SPA OR HAIR SALON PROVIDES SERVICES BY A LICENSED PROFESSIONAL WITH PRIOR WRITTEN APPROVAL FROM THE BOARD.

- HEALTH SPA, FITNESS CENTER OR WORKOUT FACILITY EXCEEDING TWENTY-FIVE THOUSAND (25,000) SQUARE FEET OF FLOOR AREA, SPECIFICALLY EXCLUDING A CLIMBING GYM, WHICH IS EXPRESSLY PERMITTED WITHIN THE PROPERTY.
- ANY USE WHICH EMITS ANY UNREASONABLY OBNOXIOUS ODOR, NOISE OR SOUND WHICH CAN BE HEARD OR SMELLED OUTSIDE OF ANY BUILDING ON THE PROPERTY, EXCLUDING REASONABLE ODORS ASSOCIATED WITH RESTAURANTS
- ANY CENTRAL LAUNDRY, DRY CLEANING PLANT OR LAUNDROMAT; PROVIDED, HOWEVER THAT THIS PROHIBITION SHALL NOT BE APPLICABLE TO NOMINAL SUPPORTIVE FACILITIES FOR ON-SITE SERVICE ORIENTED TO PICKUP AND DELIVERY BY THE ULTIMATE CONSUMER AS THE SAME MAY BE FOUND IN RETAIL SHOPPING CENTERS AND AS AN ANCILLARY USE TO A RESTAURANT FACILITY.

TABLE 3

LAND USE	AREA	DENSITY	% OF SITE
RESIDENTIAL - UP TO R-12	± 380 ACRES	1100-1500 UNITS	63.3%
COMMERCIAL / MIXED USE	± 5.5 ACRES	*0-100 UNITS	1.0%
IF RESIDENTIAL	UP TO 100 UNITS	-----	
IF COMMERCIAL	UP TO 55,000 S.F.	-----	
RESIDENTIAL - UP TO R-16	±16.5 ACRES	200-250 UNITS	2.8%
OPEN SPACE	± 198 ACRES	-----	33%
RIGHT OF WAYS	INCLUDED IN LAND USE	-----	INCLUDED IN LAND USE
TOTAL AREA	± 600 ACRES GROSS	*1300-1850 UNITS	100 %

* TOTAL DENSITY IS PREMISED WITH THE RANGE OF 55,000 S.F. OF COMMERCIAL/MIXED USE WITH NO RESIDENTIAL UNITS TO "ZERO" S.F. OF COMMERCIAL/MIXED USE AND 100 RESIDENTIAL UNITS.

Redlands 360

Exhibit 7: Outline Development Plan



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